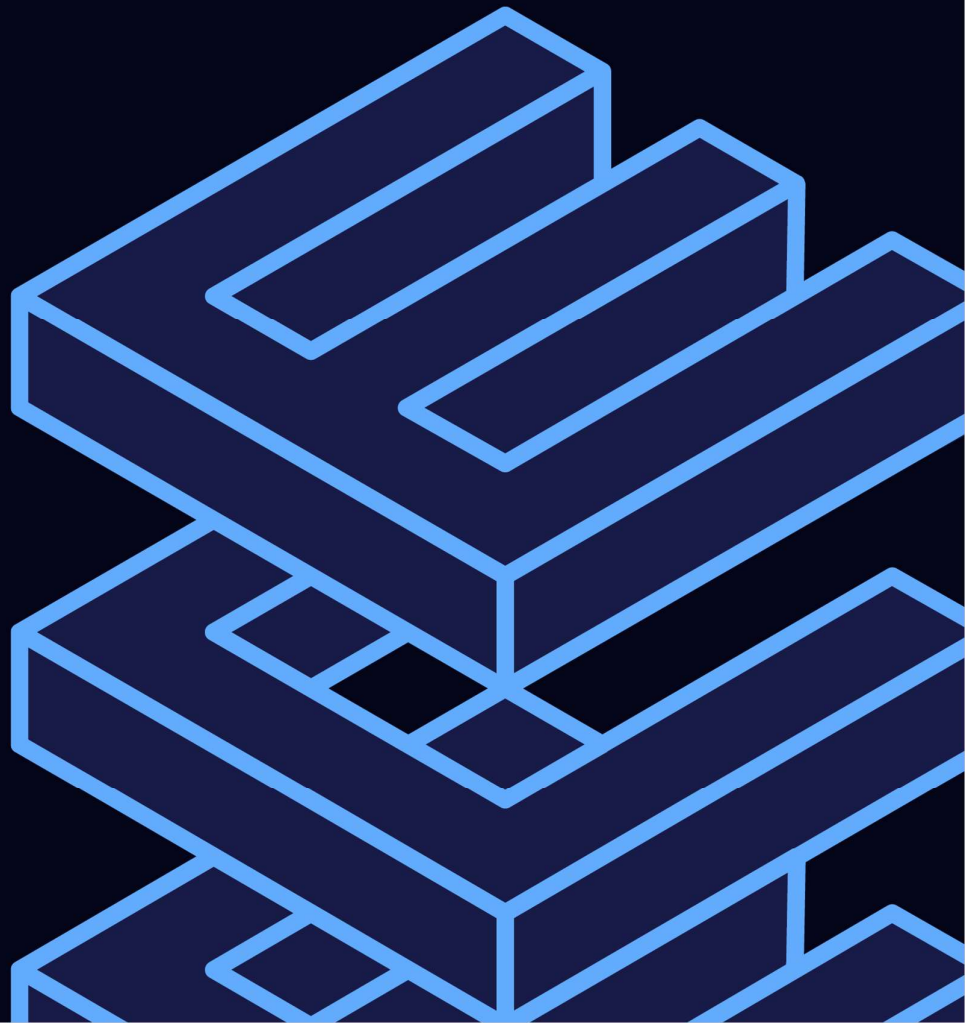


ECE Planning

Planning Statement

Land at Padnell Grange,
Waterlooville

April 2026



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Client: Stonebond Properties (Guildford) Ltd & The
Borrow Foundation

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1. Introduction

- 1.1. This Planning Statement has been prepared for Stonebond Properties (Guildford) Ltd (Developer) and the Borrow Foundation (Landowner), in support of a development at Padnell Grange, Padnell Road, Waterloooville PO8 8ED. The description of development is proposed to read as follows:

"Full planning application for the demolition of existing buildings and the erection of 90 residential dwellings with upgraded access to Padnell Road, associated landscaping and other works"

- 1.2. The site is allocated for residential development of approximately 84 dwellings within the Havant Borough Local Plan (Allocations), 2014 under Policy W126, and is also identified as a proposed allocation within the emerging Building a Better Future Local Plan (Regulation 18).

- 1.3. This Statement outlines:

- a description of the site and its surroundings;
- relevant planning history;
- an overview of the proposals;
- a summary of the applicable national and local planning policy context; and
- an appraisal of the key planning considerations, including design, heritage, access, and drainage

2. The Site

- 2.1. The Padnell Grange site is approximately 2.82ha in size and contains several buildings, most notably Padnell Grange itself, currently occupied as a residential dwelling. Other buildings on site include an office used by the Borrow Foundation and several former agricultural outbuildings in various states of repair.
- 2.2. The site is approximately 2.9km north-east of Waterlooville Town Centre. The site has good access to local facilities and is within 800m of amenities on London Road (A3).
- 2.3. The existing vehicular access runs from the end of Padnell Road. The site is bounded by Padnell Cuts Wood to the north, and residential homes to the south and west along Cherry Tree Avenue. To the immediate north is Hazleton Wood and Waterlooville Golf Club is located to the east.
- 2.4. The existing site access is a continuation of Padnell Road, with a gated entry that narrows beyond the existing highway boundary. There are a number of facilities to the west of the Site, approximately 500m away, including Padnell Infant and Junior Schools and the Cowplain Activity Centre and its associated tennis courts and bowling green, sports pitches and a children's play area.
- 2.5. Further west beyond these on London Road are several shops, cafes, restaurants and take-away outlets which are associated with Cowplain's district centre, some 750-1,000m from the site.
- 2.6. The site is well served by public transport with the nearest bus stops located approximately 350m from the Site on Padnell Road. These provide hourly bus services to Havant and Petersfield. Additional bus services can be accessed from bus stops on London Road which are approximately 800m from the Site and provide frequent services between Clanfield and Southsea, via Portsmouth and Waterlooville, every 15 minutes. Regular trains to London, Portsmouth, Southampton and Brighton can be accessed from stations in neighbouring areas including Havant, Cosham and Bedhampton.
- 2.7. None of the buildings within the Site are statutory Listed, nor are they classified by Havant Borough Council as Locally Listed. However, we note that during a previous planning application (APP/19/00224) the Council's Conservation Officer noted the Padnell Grange building and the 19th Century Barn were considered for, but not included on, the local list in 1999.
- 2.8. Hampshire County Council Rights of Way Maps identify two routes through the site (see Figure 1). Bridleway 22 runs north from the site's northern boundary, continuing along the western boundary of Waterlooville Golf Course. Footpath 126 connects Bridleway 22 to Cherry Tree Avenue via a currently undefined route across the site.

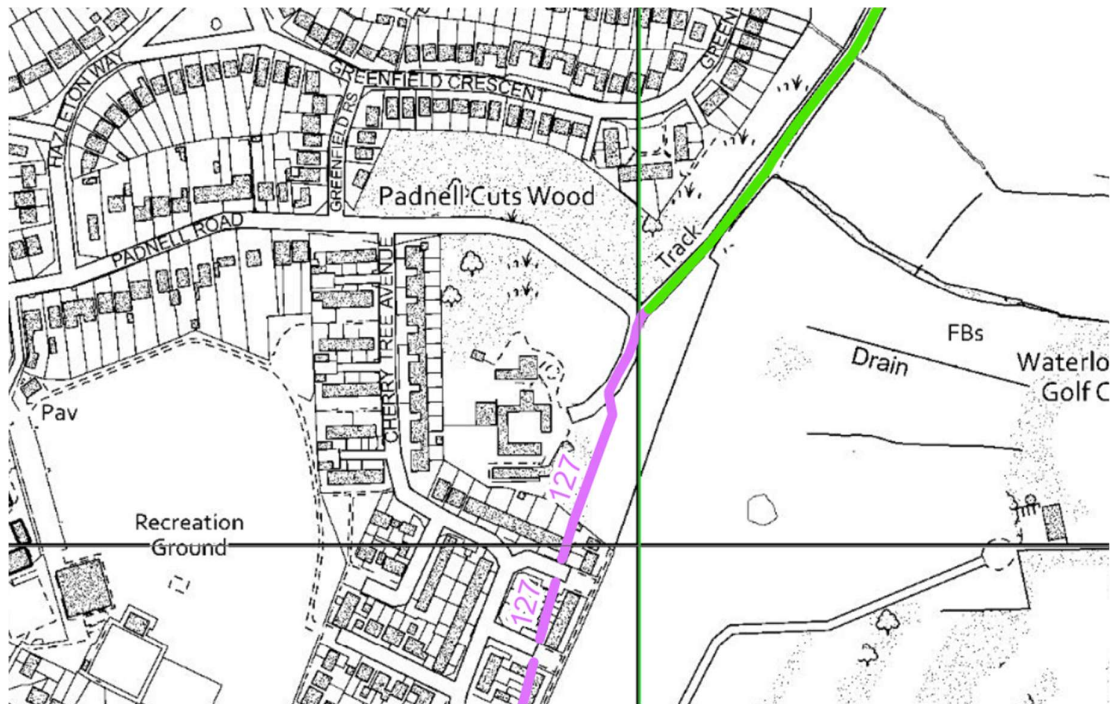


Figure 1 - Map of Public Rights of Way Around the Site

- 2.9. The site is situated in Flood Zone 1, meaning it has a low risk of flooding from tidal or fluvial sources. The site has some identified risk of surface water flooding, with small areas identified under a 1 in 100 flood event.

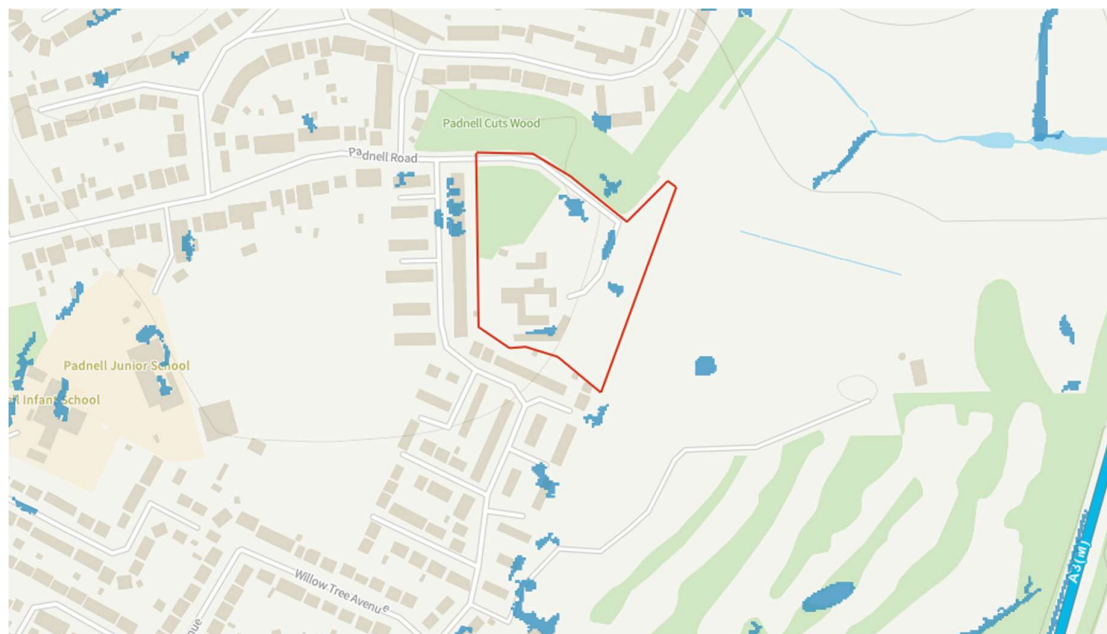


Figure 2 - Map of Surface Water Flooding in a 1 in 100 Flood Event

3. Planning History

- 3.1. The Council's Online Planning Register records the following relevant planning history:

APP/19/00224 - Demolition of existing Padnell Grange and ancillary structures and erection of 86 dwellings with associated parking, landscaping, SUDS and other drainage works and the removal of 3No. TPO Oak trees. (Withdrawn 22 October 2024)

APP/15/00452 - Prior notification for change of use from class B1(a) office use to C3 residential use subject to prior approval covering flooding, highways and transport issues and contamination. (Approved 22 June 2015)

- 3.2. Non-digitised records are also available, including an August 1993 permission (ref: 92/53709/002) for alterations to the remaining buildings on the site and the formation of car parking areas to the south and south-east to facilitate a change of use to offices.
- 3.3. This approval was followed by two further applications to extend the period for commencement through variations of Condition 1, granted in September 1997 (ref: 97/53709/003) and March 2003 (ref: 02/53709/006).
- 3.4. Section 106 agreements are attached to the consents from 1993, 1997 and 2003.
- 3.5. In June 1999, planning permission was granted (ref: 99/53709/004) for the change of use of the buildings to a professional training centre, together with associated parking and external alterations.
- 3.6. A later permission, issued in December 2009 (ref: 09/53709/009), approved a change of use from professional training centre to a mixed arrangement comprising offices on part of the ground floor and residential accommodation across the remainder of the ground floor and the first floor

Pre-Application Engagement

- 3.7. A site meeting with Havant Borough Council Planning was held on 17th March 2026.
- 3.8. The key points of discussion were as follows:

- Public Right of Way – We were directed to the comments made by Hampshire County Council on the previously withdrawn scheme in respect of the routing of Public Right of Way 108/127/1 which runs through the site. The County Council were not supportive of the route being provided as part of the main access road. We discussed provision of a mown path on the eastern boundary as an alternative to users of the footpath. The case officer was supportive of this approach in principle.
- Heritage / Conservation matters – Discussion on site was followed up with a response from the Council Conservation Officer which noted that *"the barn is in very poor condition and any adaptation would result in a significant amount of material being replaced, which would limit any remaining heritage value. This is demonstrated in the various reports and statements which have been submitted. I therefore accept the principal of the loss of this building, but do recommend that prior to any demolition, a Historic Building record of a minimum Level 2 is carried out and submitted to the LPA to be included on the HER."* Further, any heritage significance of Padnell Grange has been *"affected by successive modifications as outlined within the submitted Heritage Statement."* It was noted that the building isn't listed or on the local list, but has some local interest and therefore *"the acceptability of the loss of the building, must be on the basis that any replacement development would deliver a high quality, locally distinctive scheme which reflects the local history"*

of the site.” The planning officer advised that character and sense of place would need to be reflected in the design of any replacement building.

- Layout – The officer noted that the proposal is for a slightly higher number of dwellings than allocated. The layout will need to demonstrate that this higher quantum of development can be accommodated on site.
- Parking – We were advised that parking would be a matter of keen interest and were directed toward relevant standards set by Hampshire County Council. We were also advised to ensure parking areas are appropriately landscaped to ensure they do not become overly dominant in the street scene.
- Trees – The officer noted the number of the trees on site and the presence of Tree Protection Orders, particularly toward the site entrance. These will need to be protected and accounted for in the site layout and access design.
- Play areas – The planning officer noted that a LEAP and LAP may be needed. We discussed providing both in the same area of the site given the tree constraint. This was considered acceptable in principle, subject to design and views of specialist council officer at application stage.

4. The Proposal

- 4.1. This Application seeks permission for a development comprising of 90 dwellings with associated parking, landscaping, SUDS and other drainage works on Land at Padnell Grange, Padnell Road, Cowplain, Hampshire.



Figure 3 - Proposed site layout

- 4.2. The proposed development is shown in Figure 3 above and consists of detached, semi-detached, and terraced houses, alongside two flat blocks. Table 1 below shows the proposed unit mix.

Unit Type	Affordable		Market		Total	
1-Bed Flat	7		0		7	10%
2-Bed Flat	13		0		13	12.2%
2-Bed House	0		13		13	14.4%
3-Bed House	5		42		47	52.2%
4-Bed House	2		8		10	11.1%
Total	27	30%	63	70%	90	

Table 1 - Unit Mix

- 4.3. The development includes the demolition of the existing buildings. This is considered further in section 6.2.2 of this report.
- 4.4. The development would utilise the existing vehicular access via Padnell Road which would be upgraded to facilitate the development. Pedestrian access will be provided via the existing site entrance, in addition with links to Bridleway 22 to the north and footpath 126 to the south.
- 4.5. Parking provision would be in keeping with the requirements of the Havant Borough Council Parking Supplementary Planning Document, with 49 allocated spaces, 104 unallocated space, and 31 visitor spaces proposed.
- 4.6. The development is to use a combination of red / brown brickwork and black vertical weatherboarding, with red/brown and grey roof tiles varied throughout the site. Further information is provided in the Design and Access Statement and the materials layout plan.

5. Policy Overview

5.1. Introduction

- 5.1.1. Section 38(6) of the Planning & Compulsory Purchase Act 2004 requires that planning applications be determined in accordance with the Development Plan unless material considerations indicate otherwise.

5.2. National Planning Policy Framework (NPPF)

- 5.2.1. The NPPF, most recently amended in 2024, sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced.

- 5.2.2. The following extracts of the NPPF are considered most relevant to this scheme. The below are not explored in detail within this Statement but have been fully considered in preparation of the proposals:

Chapter 2 (Achieving Sustainable Development)

Chapter 5 (Delivering a Sufficient Supply of Homes)

Chapter 8 (Promoting Healthy and Sustainable Communities)

Chapter 9 (Promoting Sustainable Transport)

Chapter 11 (Making Effective use of Land)

Chapter 12 (Achieving Well-Designed Places)

Chapter 14 (Meeting the Challenge of Climate Change, Flooding and Coastal Change)

Chapter 15 (Conserving and Enhancing the Natural Environment)

Chapter 16 (Conserving and Enhancing the Historic Environment)

- 5.2.3. A consultation on a revised NPPF commenced in December 2025 and is due to conclude in March 2026. It is expected that a revised NPPF will come into force during Summer 2026.

5.3. National Planning Practice Guidance (NPPG)

- 5.3.1. The Planning Practice Guidance (PPG) was published by the Government in March 2014 and is updated regularly. The PPG supplements those overarching objectives of the National Planning Policy Framework. The guidance provided by the PPG has been fully considered in the creation of this scheme and the proposed development is seen to be fully compliant with it.

5.4. Strategic Planning Policy – (Havant Development Plans)

- 5.4.1. The relevant adopted development plan documents that make up spatial strategy for the Borough of Havant are outlined below, along with any contained policies considered of relevance:

Havant Borough Local Plan (Core Strategy) (adopted March 2011)

- Policy CS9 – Housing
- CS11 – Protecting and Enhancing the Special Environment and Heritage of Havant Borough
- Policy CS13 – Green Infrastructure
- Policy CS14 – Efficient Use of Resources

- Policy CS15 – Flood and Erosion Risk
- Policy CS16 – High Quality Design
- Policy DM11 - Planning for More Sustainable Travel
- Policy DM13 - Car and Cycle Parking on Residential Development

Havant Borough Local Plan (Allocations) (adopted July 2014)

- Policy W126 - Site Specific Development Requirements (Padnell Grange)

5.4.2. It should be noted that a new local plan is being developed. Public consultation on the Regulation 18 document took place between 6th May and 1st July. It would be a material consideration in any forthcoming application but would carry limited weight. For this reason, it has been considered within the appraisal of this Pre Application Statement. The following Policies are considered of relevance to this application:

- Policy 1 – Spatial Strategy
- Policy 2 – Defined Urban Areas
- Policy 5 – Amount of Housing
- Policy 7 – Five Year Housing Land Supply
- Policy 9 – New Homes for Sustainable Communities
- Policy 12 – High Quality Design
- Policy 14 – High Quality New Homes
- Policy 15 – Low Carbon Development
- Policy 19 – Biodiversity Net Gain
- Policy 23 – Water Quality Effects on International Sites
- Policy 26 – Flood Risk
- Policy 27 – Drainage
- Policy 31 – Trees, Hedgerows and Woodland
- Policy 32 – Affordable Housing
- Policy 33 – Housing Mix
- Policy 46 – Contaminated Land
- Allocation 19 – Padnell Grange

5.5. Supplementary Planning Guidance

5.5.1. The following Supplementary Planning Guidance is also considered of relevance to the proposals. These have been considered in the evolution of the scheme and are discussed within the Appraisal section of this Pre Application Statement.

Borough Design Guide SPD (adopted December 2011)

Residential Parking and Cycle Provision SPD (adopted March 2010)

Housing SPD (adopted July 2011)

Provision and Improvement of Playing Space for New Housing Development SPG (adopted November 2004)

6. Planning Appraisal

6.1. Introduction

6.1.1. The development is assessed for its suitability and alignment with the development plan below. The following matters are discussed in details:

- The Principle of Development
- Heritage
- Design, Form and Appearance
- Highways and Access
- Housing Mix and Tenure
- Surface and Foul Drainage
- Landscape and Open Space
- Arboriculture
- Ecology and Biodiversity Net Gain
- Sustainability
- Air Quality
- Noise
- Archaeology
- Nutrient Neutrality
- Land Contamination

6.2. Principle of Development

Residential Development

6.2.1. Padnell Grange is a site predominantly formed of previously developed land located within the built-up area boundary of Waterlooville. Padnell Grange itself was originally a farmhouse but was much extended and altered in the twentieth century (as noted in the heritage assessment). Padnell Grange farmhouse remains in residential use. The planning history demonstrates that other buildings on the site have been in a mix of commercial / office use for a number of years. The outbuildings are in ancillary use to the main occupation of Padnell Grange and are in various states of repair.

6.2.2. The site is allocated for new residential development in the existing Havant Local Plan (2014) under Policy W126 for 84 dwellings. It is also a proposed allocation (Allocation 19) in the emerging 'Building a Better Future' local plan document for 83 dwellings, which was published for Regulation 18 stage in 2025.

6.2.3. We set out below both the existing text for both Policy W126 and emerging Allocation 19:

2014 – Policy W126	2025 – Proposed Allocation 19
Development of 84 dwellings with the following site-specific requirements: <ul style="list-style-type: none"> • Utilise existing access point onto Padnell Road 	Development of about 83 dwellings will be permitted where proposals: <ul style="list-style-type: none"> a) Provide an ecologically sensitive lighting strategy;

<ul style="list-style-type: none"> • Heritage Statement, of an appropriate level of detail, to support planning application • Design and layout should aim to retain and protect TPO trees • Investigate ground quality conditions, as part of a planning application, and address any matters that arise • Employment and Skills Plan to support planning application • Address any potential effects upon the Hazleton Common SINC • Southern Water request connection to the sewerage system at the nearest point of adequate capacity • Appropriate easement from existing sewage/waste infrastructure 	<ul style="list-style-type: none"> b) Address the risk of surface water flooding; c) Surface water management systems produce a 50% betterment on the pre-development rate of flow (PDL part) and restrict the rate of flow to greenfield rates (greenfield part); d) Avoid risks to the protected aquifer underlying the site; Design and Layout e) Provide native-led landscaping, taking into account local distinctiveness and conservation priorities; f) Retain and incorporate protected trees and hedgerows on site; g) Retain access to Byway Open to All Traffic and retain Public Right of Way or off-road use h) Avoid unacceptable harm to the amenity of neighbouring residents through loss of privacy, noise, outlook and overlooking; i) Sets development back from the western boundary and includes a strong landscape buffer to the golf course; j) Retain a footpath link to Cherry Tree Avenue; k) Protect and enhance Havant Footpath 127, which runs within the eastern edge of the site, and connects it with Havant Bridleway 22 at the site's north-east corner; l) Explores the retention of the main Padnell Grange house and the barn and incorporates them into a locally distinctive scheme
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Table 2 - Policy comparison

- 6.2.4. The existing and proposed allocations mean that the planning authority supports residential development of the site in principle subject to the criteria outlined in Policy W126. The emerging Plan policy carries only very limited weight given it is at an early stage of production. However, it represents the direction of travel for the Council, and we have given the criteria listed in Proposed Allocation 19 due regard.
- 6.2.5. It is important to note that Havant is unable to demonstrate a five-year supply of housing land, with the last published figure (December 2025) confirming it has only 1.3 years. Further, the Council's Housing Delivery Test result (2023, published in December 2024) was 74%. Havant therefore has a persistent and prolonged housing land supply shortfall. The emerging plan has reached Regulation 18 which went through public consultation during May and July 2025. The Council's Local Development Scheme notes that pre-submission consultation on the Regulation 19 plan is expected to commence in third quarter 2026 with submission following in quarter four and examination in 2027.
- 6.2.6. The plan making process is progressing, but Havant's housing land supply position will not improve significantly until adoption of the new local plan, which is unlikely to happen until Summer 2027 at the earliest.

- 6.2.7. Further, housing delivery in the emerging local plan is significantly lower than required under the standard method given it proposes 360 dwellings per annum (dpa) against a stated requirement for 892 (dpa).
- 6.2.8. Havant therefore has an extremely poor housing land supply position and a local plan which is some 18 months from adoption (at the earliest), which itself falls significantly short in meeting its identified housing need.
- 6.2.9. The Council must therefore look to maximise housing delivery on identified sustainable sites such as Padnell Grange.
- 6.2.10. The proposed development of 90 dwellings, slightly higher than the allocated 84 is in accordance with this principle, taking into account specific site constraints including the existing Padnell Grange buildings and the number of trees across the site. These issues are explored further below.

Existing Padnell Grange Buildings

- 6.2.11. The proposed development proposes the demolition of the existing buildings at Padnell Grange. It is noted that Policy W126 of the Havant Local Plan does not require the retention of any buildings. However, the emerging site allocation policy states that development should explore *"the retention of the main Padnell Grange house and the barn and incorporates them into a locally distinctive scheme."*
- 6.2.12. The emerging policy requirement to consider the retention of Padnell Grange likely follows the comments from the Council's Conservation Officer during the determination period of application APP/19/00224, withdrawn in October 2024.
- 6.2.13. As noted above, the emerging policy carries very little weight in the planning balance. The application proposes the demolition of the existing buildings which does not conflict with adopted Policy W126. However, noting the previous comments of the conservation officer and NPPF tests related to Non Designated Heritage Assets (NDHA's), we have considered whether it is possible to retain Padnell Grange and the 19th Century barn in the proposed scheme from a heritage and a sustainability perspective.

Heritage

- 6.2.14. The Havant Local Plan Core Strategy notes that development should protect and *"where appropriate"* enhance the borough's *"statutory and non-statutory heritage designations by appropriately managing development in or adjacent to conservation areas, listed buildings, scheduled ancient monuments, historic parks and gardens, archaeological sites, buildings of local historic or architectural interest."*
- 6.2.15. The emerging plan states that, with respect to NDHAS, *"Development proposals that would have an effect on the significance of a non-designated asset will be determined having regard to the scale of any harm or loss and the significance of the heritage asset."*
- 6.2.16. This is in keeping with Paragraph 216 of the NPPF which states *"The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset" (our emphasis added).*
- 6.2.17. A heritage report prepared by RPS considers the potential heritage value of Padnell Grange and the 19th Century Barn against the criteria of *Historic England guidance HEAN07 – Local Heritage Listing: Identifying and Conserving Local Heritage*.

- 6.2.18. The report notes that the exact age of Padnell Grange farmhouse is not known (likely second half of 19th century) and there is no identified architect. The house was extensively altered in the 20th Century to the extent where it does “*not exhibit historical interest*” and has “*little architectural interest*”.
- 6.2.19. The report concludes that “*The original form of the farmhouse building has been modified with extensions to the rear, extensions to upper levels, and most of the windows replaced. The original building is unbalanced by the mass of the subsequent alterations. The later 20th century modifications do not exhibit historical interest and have little architectural interest. They are in my opinion neutral in style and slightly detracting in terms of massing and scale.*”
- 6.2.20. Further, “*there is no historical interest to the farmhouse building in its current form, and, in my opinion, the architectural treatments are not good examples of the style.*”
- 6.2.21. The 19th Century Barn is considered a “*common building typology for the period of construction, retaining minor interest in the structural farming, but the gradual deterioration the building has detracted from the interest. On this basis the Barn is not considered to merit recognition (as an NDHA)*”.
- 6.2.22. The report notes no other impact on heritage assets within or adjacent to the site which would preclude the proposed development from coming forward. An Archaeological Report has also been undertaken, the results of which are considered elsewhere in this statement.
- 6.2.23. Padnell Grange farmhouse and the 19th Century Barn have been considered against Historic England guidance on identifying and conserving local heritage and found to have very little heritage value. The farmhouse has no historical value to indicate it should be considered a NDHA or local heritage asset. The barn has some identified minor interest but is a common building typology. Further, any minor interest is eroded by the gradual deterioration of the building.
- 6.2.24. The loss of these buildings is not considered significant from a heritage perspective. In the event the Council considered either to be a NDHA, the public benefits of delivering 90 new dwellings within a district with a significant and chronic housing land supply position would outweigh their loss.

Structural Condition

- 6.2.25. Padnell Grange farmhouse itself is in adequate structural condition though it has been extensively modified and extended with alterations to load bearing walls including removals and the formation of large openings.
- 6.2.26. The structural report warns that “*When dealing with historic buildings, and particularly those which have been extensively adapted, there is a significant risk of uncovering structural details which do not conform to current standards.*”
- 6.2.27. The 19th Century barn by contrast is in an extremely poor condition. The roof has been partly removed and the building boarded and fenced off due to safety concerns.
- 6.2.28. A significant amount of work to both the interior and exterior of this building would be required to retain it to deliver the comprehensive residential development as required by planning policy.
- 6.2.29. This would include (but is not limited to) the following:
- Structural reinforcement
 - Partitioning and layout redesign

- Installation of new plumbing, heating and electrical systems
- Consideration of mechanical ventilation systems
- Sound insulation between the new dwellings
- Fire safety compliance work
- Re-roofing
- Upgrade windows and doors
- External wall insulation
- Upgrade drainage and waste management systems
- Modern internal and external finishes and landscaping

6.2.30. It is noted that conversion of either building would need to meet modern building regulations including compliance with Part E, L and M. The cost of retention as part of the scheme would therefore be significant.

Sustainability

6.2.31. The Applicant commissioned Abbey Consultants to consider refurbishment of the buildings to meet current sustainability standards demanded by building regulations, Policy CS14 and CS16 of the Core Strategy, and the 'direction of travel' suggested by Policies 14 and 15 of the emerging Local Plan.

6.2.32. The consultants note that the existing structures are constrained by their original construction methods, thermal performance, and building fabric, which together restrict the extent to which meaningful energy improvements can be delivered. The buildings would fall short of current and emerging regulations relating to thermal insulation, airtightness, heat loss prevention, and integration of renewable technologies, even with substantial intervention to the building fabric.

6.2.33. In contrast, a new build approach enables the buildings to be designed from first principles around a high performance, low carbon specification. A new structure can incorporate modern materials, advanced insulation systems, and optimised thermal envelopes that dramatically reduce heat demand and operational energy consumption. This includes the ability to achieve superior levels of airtightness, significantly mitigate against the effects of thermal bridging, and orient the building to maximise passive solar gain. These measures are not feasible within the constraints of the existing buildings.

6.2.34. It is also considered that the existing building's layout and structural framework significantly limit the integration of future proof technologies such as air source heat pumps, mechanical ventilation with heat recovery (MVHR), and rooftop solar photovoltaics (PV). A new development provides the opportunity to fully integrate these systems in a coherent and efficient manner, ensuring both compliance with current sustainability requirements and resilience to future regulatory changes.

6.2.35. Any refurbishment of the buildings to facilitate their retention would need to be via conversion to form residential flats. This would create several inherent challenges associated with the introduction of communal spaces. Creating flats in the existing buildings would necessitate new communal corridors, stairwells, and shared access areas that the current layout is not designed to accommodate. These spaces would be inefficiently arranged within the existing structure, reducing usable floor area, compromising daylight and ventilation, and making it harder to meet modern space and amenity standards.

6.2.36. Introducing communal areas also brings additional requirements for fire safety, secure access, ventilation, and ongoing management and maintenance, which are difficult to retrofit to contemporary standards in the current building.

- 6.2.37. Due to the constraints detailed above for the refurbishment option, and even with extensive retrofit works, it is unlikely to elevate the buildings to the higher EPC bands now expected for modern development and what is increasingly required for regulatory compliance. The Padnell Grange buildings have a current rating of D, with the potential to be C. In comparison, a purpose designed new build can be engineered to achieve an EPC B (or higher).

Summary

- 6.2.38. Emerging policy encourages applicants to explore the retention of Padnell Grange and the associated barn. It is noted that this carries limited weight and is not required by adopted Policy W126. However, a robust assessment has been undertaken to consider retention from heritage, structural, and sustainability perspectives.
- 6.2.39. The submitted heritage evidence confirms that Padnell Grange farmhouse has been substantially altered and lacks both historical and architectural interest, such that it does not meet the threshold for a NDHA. Similarly, the 19th Century barn represents a common building typology with only limited residual interest, which has been further eroded by its poor condition. The loss of both buildings would therefore result in negligible heritage harm, and in any event, would be outweighed by the significant public benefits of delivering new housing.
- 6.2.40. The barn is in a severely deteriorated condition, requiring extensive intervention to enable reuse, whilst the farmhouse has been heavily modified, introducing uncertainty and risk in any conversion. Bringing either building up to modern standards would necessitate substantial works, including structural reinforcement, full servicing upgrades, and compliance with current building regulations, resulting in significant cost and complexity.
- 6.2.41. The existing buildings are fundamentally constrained by their construction and fabric, limiting their ability to achieve modern energy efficiency standards. They would fall short of current and emerging policy requirements, even with substantial retrofit. In contrast, new build development enables a high-performance, low-carbon approach, incorporating modern materials, efficient layouts, and integrated renewable technologies.
- 6.2.42. Furthermore, conversion would likely necessitate flattened development, introducing inefficient layouts, suboptimal amenity, and additional requirements for fire safety, access, and ongoing management, all of which are difficult to achieve within the constraints of the existing structures.
- 6.2.43. Overall, the combined heritage, structural, and sustainability considerations clearly demonstrate that retention and conversion of the existing buildings would not represent a viable or optimal form of development.

6.3. Design, Layout, Form and Appearance

- 6.3.1. Site Allocation Policy W126 of the adopted Allocations Plan (2014) identifies the criteria for development on the site. The design criteria are identified as follows:

'Utilise existing access point onto Padnell Road;'

'Design and layout should aim to retain and protect TPO trees;'

- 6.3.2. Within the emerging Local Plan, Allocation 19 sets out the expected requirements for development on the site. The design-related criteria are identified as follows:

'e) Provide native-led landscaping, taking into account local distinctiveness and conservation priorities;'

'f) Retain and incorporate protected trees and hedgerows on site;'

g) Retain access to Byway Open to All Traffic and retain Public Right of Way or off-road use

h) Avoid unacceptable harm to the amenity of neighbouring residents through loss of privacy, noise, outlook and overlooking;

i) Sets development back from the western boundary and includes a strong landscape buffer to the golf course;

j) Retain a footpath link to Cherry Tree Avenue;

k) Protect and enhance Havant Footpath 127, which runs within the eastern edge of the site, and connects it with Havant Bridleway 22 at the site's northeast corner;

- 6.3.3. The site layout has been designed in accordance with the guidance within Havant Borough Council's 'Borough Design Guide Supplementary Planning Document' (December 2011). This includes constructing new development with appropriate back-to-back and back-to-side distances (20m and 10m (when facing a blank gable) respectively). Further details relating to compliance with guidelines is set out in the Design and Access Statement (DAS).
- 6.3.4. The site benefits from a significant amount of existing tree coverage. The proposed development retains as many trees as possible, and an Arboricultural Impact Assessment is submitted in support of this application detailing how existing trees will be protected during and after construction. The proposed landscape scheme shows new tree planting across the site to mitigate the loss of those that need to be removed.
- 6.3.5. Dwellings would be a mix of 2 and 2.5 storeys and set back from the site boundaries. Gaps are maintained between the end of plots 1 – 4 and 16 – 19 on the western boundary and those of numbers 178 – 192 Cherry Tree Avenue to provide appropriate separation to maintain residential amenity for existing and future residents in terms of loss of privacy, overlooking or overshadowing. A buffer is also provided between proposed dwellings on the southwest and southern boundaries.
- 6.3.6. A sufficient buffer with the adjacent Waterloooville Golf Course is maintained. This would also include protective netting to mitigate any errant shots from those using the adjacent tee and fairway.
- 6.3.7. The proposed layout also makes sufficient provision for existing rights of way within the site in accordance with emerging Allocation 19. Havant Footpath 127 is to be formalised, with a more clearly defined route provided through the site from Cherry Tree Avenue to Havant Bridleway 22 and Padnell Road in the north. An informal footpath is proposed on the eastern boundary to provide a further connection between the existing connection at the south east of the site and the Bridleway.
- 6.3.8. The option of retaining the main Padnell Grange house and the 19th Century Barn has been explored and discounted, as discussed earlier in this report. However, it is recognised that the character and appearance of Padnell Grange, though extensively altered and remodelled, is a feature of the site.
- 6.3.9. The proposed scheme includes a new apartment building in the location of the former Padnell Grange farmhouse which will be a feature of the new development. Care has been taken on its design and palette of materials to make it a focal point for the site, with reference to the appearance of the previous building.
- 6.3.10. This includes drawing cues from the Georgian style front elevation of Padnell Grange, featuring a strong central axis and 5 apertures. Materials are to feature buff brickwork, reminiscent of the flint on Padnell Grange, with contrasting red brick detailing emphasising the Georgian proportions.

- 6.3.11. All site-specific design policies have therefore been considered and adequately addressed through the evolution of the scheme, and the proposals are considered acceptable on the grounds of design.

6.4. Highways and Access

- 6.4.1. The site is to be accessed via Padnell Road in accordance with the allocation. This would be via a continuation of the road (which is adopted highway up to the site entrance) into the north west part of the site. This is in line with the requirements of Policy W126. Footways will be provided at the access to connect to the existing footway network.
- 6.4.2. Padnell Road runs west to east from the junction with London Road (A3) to the proposed development site and has a largely straight road alignment. Padnell Road is predominantly residential in nature and also provides access to a primary school. It is subject to a 30mph speed limit and has traffic calming features including build outs. The road measures approximately 6m in width, with some sections narrowing to c. 5.5m.
- 6.4.3. The site will deliver pedestrian connections at the southeastern corner of the site with a link to the footpath to the east of Cherry Tree Avenue.
- 6.4.4. Regarding parking provision, the Havant Parking Supplementary Planning Document (2019) requires parking to be provided to a level as follows:
- 1-bedroom unit – minimum 0.9 spaces
 - 2-bedroom unit – minimum 1.3 spaces
 - 3-bedroom unit – minimum 1.9 spaces
 - 4+ bedroom unit – minimum 2.4 spaces
- 6.4.5. An additional 20% of parking spaces is also required for visitors in accordance with the SPD.
- 6.4.6. The proposed 153 allocated / unallocated spaces and 31 visitor spaces falls within the total required quantum of parking set out by the SPD. The 49 allocated spaces are allocated in line with the SPD with the following exceptions:
- Six of the 10 4-bedroom houses provided with two allocated parking spaces instead of the required three
 - One 2-bedroom affordable flat provided with one allocated space instead of the required two
- 6.4.7. This is compensated for by the provision of additional unallocated spaces which will accommodate any additional demand from these dwellings. Further, this approach is consistent with local travel patterns and lower car ownership in the area. Further details on this matter are set out in the Transport Statement.
- 6.4.8. Cycle parking for each unit is also proposed in line with the requirements of the Parking SPD, with 173 long-stay spaces with additional short-stay visitor spaces. This exceeds the required 173 spaces required to meet the stipulated acceptable level of cycle parking.
- 6.4.9. The site is located within easy access of a number of key day-to-day facilities that can be reached by non-car travel modes, including convenience retail, school, employment and bus services.
- 6.4.10. WaterlooVille Town Centre is a 12-minute walk to the west of the site where a variety of services are offered including restaurants, cafes, pharmacies and convenience stores.

- 6.4.11. Padnell Junior school is located approximately 700m west of the site along Padnell Road and can be accessed via a footway along Padnell Road from the site. Padnell Pre-School and Infant School is located 1.2km west of the site along Padnell Avenue. The nearest secondary school is The Cowplain Secondary school, approximately 1.7km west of the site (7-minute cycle), along Hart Plain Avenue.
- 6.4.12. Bus stops are located on Padnell Road, some 700m west of the site and Petersfield railway station, which provides services to London Waterloo and Portsmouth, is approximately 17km north of the site.
- 6.4.13. The site is therefore in a very sustainable location with services and amenities located within easy access of non-car modes of travel.
- 6.4.14. The Transport Assessment, submitted in support of this application, notes that the impact on the surrounding highway network will be low, and that any *"additional traffic would be readily accommodated without materially affecting safety, capacity, or the character of (...) (the surrounding) streets"*.
- 6.4.15. The development is anticipated to generate approximately 47 additional vehicle movements during the AM peak and 48 in the PM peak. The submitted Transport Assessment considers the impact of these peak flows on the immediate highway network.
- 6.4.16. In summary, the proposed development is expected to result in a modest increase in traffic on the surrounding highway network, which would not materially affect the character or operation of local roads.
- 6.4.17. On Padnell Road, approximately 28 two-way vehicle movements are forecast during peak hours, equating to a limited increase in activity relative to existing low background flows. The road is suitably designed to accommodate this level of traffic, with adequate carriageway width, footways on both sides, and vehicle speeds consistent with its residential character. On-street parking demand is generally low, and sufficient capacity exists to accommodate both existing and additional movements.
- 6.4.18. Similarly, Cherry Tree Avenue would experience a minor uplift of approximately 20 two-way vehicle movements during peak periods, which, in absolute terms, represents a negligible impact on highway operation. The road benefits from appropriate width, low vehicle speeds, adequate visibility, and controlled parking arrangements, ensuring safe and efficient movement is maintained.
- 6.4.19. At the junction of Padnell Road and Cherry Tree Avenue, existing constraints associated with on-street parking have been identified. The proposal includes the introduction of parking restrictions in accordance with best practice, which would improve visibility, reduce conflict, and enhance overall safety. Any displaced parking can be accommodated within the surrounding network, where spare capacity has been observed.
- 6.4.20. Junction capacity modelling demonstrates that the Padnell Road / London Road and Cherry Tree Avenue / Park Lane junctions would continue to operate well within acceptable limits in future baseline and development scenarios, with low ratios of flow to capacity and negligible queuing. Accordingly, the development can be safely accommodated within the local highway network, with targeted mitigation delivering a net improvement in junction operation and safety.
- 6.4.21. The development is not considered to have a significant impact on the surrounding highway network and is therefore acceptable in planning terms.
- 6.4.22. Public Right of Way (PRoW) 108/127/1 runs through the site, entering via Bridleway 22 at the north east of the site and existing at the south east. It is noted that the existing exit at the south east corner of the site does not follow the definitive route which is shown as running through an existing property to the south on Cherry Tree Avenue.

- 6.4.23. The proposed layout retains the existing footpath route through the site along the pavement of the internal site road meaning that a diversion is not required. However, it is noted that in the previously withdrawn application, Hampshire County Council suggest a diversion of the route so that it would run alongside the eastern site boundary within a green corridor.
- 6.4.24. The proposed layout does not propose to divert the PRow, but instead includes a mown footpath on the eastern boundary which users of the footpath can use as an alternative. This would run within the site adjacent to the golf course boundary and provides an appropriate and direct route through the site so that walkers need not walk along the estate road to use the public footpath.

6.5. Housing Mix and Tenure

- 6.5.1. Policy CS9 of the Core Strategy (2011) sets out the main housing policy for the borough. This states that development should:

'Deliver on average 30-40% affordable housing on sites of 15 dwellings (gross) or more...'

'Ensure mixed communities are created through the planned distribution and avoidance of a concentration of affordable housing.'

'Provide a mix of dwelling types, sizes and tenures which help meet identified local housing need and contribute to the development of mixed and sustainable communities'

- 6.5.2. As demonstrated in Table 1, the development will provide a total of 27no. affordable dwellings. This equates to 30%, which accords with adopted policy. It should be noted that the site allocations, both adopted and emerging, place no additional affordable housing expectations on the site above the standard expected figures.
- 6.5.3. The affordable housing units are located within the apartment buildings and toward the south of the site. The design of the affordable units will be indistinguishable from market dwellings. The locations are shown on the site layout plan submitted with the application.
- 6.5.4. Demand within the local area is demonstrated by the Hampshire Home Choice, a sub-regional choice-based lettings scheme managed by East Hampshire District Council, Eastleigh Borough Council, Havant Borough Council, Test Valley Borough Council and Winchester City Council. This suggests a significant need for smaller 1 and 2 bedroom units, as well as a good proportion of family sized 3 and 4 bedroom homes.
- 6.5.5. This is reflected in the unit mix in Table 1, with a range of unit types provided. The proposal is policy compliant in terms of housing mix and affordable housing provision.

6.6. Surface and Foul Drainage

- 6.6.1. In line with NPPF Paragraphs 170 to 182, Core Strategy Policy CS15 sets out the requirements for development regarding flood risk and drainage. This states that development will only be allowed in areas without risk of flooding both now and in the future unless certain exemptions apply. It also states that all development will be *"required to ensure that there is no net increase in surface water run off"*.
- 6.6.2. The site is located within Flood Zone 1 which is considered the lowest risk of flooding from rivers and the sea. Environment Agency mapping indicates there are small pockets of surface water flooding within the site.
- 6.6.3. The applicant undertook pre-application discussions with the Lead Local Flood Authority to inform the drainage design at the site.

- 6.6.4. SuDS features proposed as part of the drainage design include an attenuation basin, hydrobrake flow controls to restrict runoff from the proposed development, and a downstream defender (or similar proprietary treatment) for ensuring final discharge quality of water to the ditch is suitable.
- 6.6.5. The accompanying Flood Risk Assessment and Surface Water Drainage Strategy concludes that *"the peak runoff rate from the site will be reduced by up to 78%", and therefore "reduce the risk of downstream flooding or combined sewer overflows and the resultant pollution risk to local watercourses"*.
- 6.6.6. It also confirms that the development passes the sequential test in line with NPPF Paragraphs 173-174 and the relevant Planning Practice Guidance. As such, the exemption test is confirmed to not be required. The proposed drainage strategy is also in line with the drainage hierarchy suggested by the relevant guidance.
- 6.6.7. Regarding foul drainage, Site Allocation Policy W126 makes the following comments on the requirements of the sewage strategy:
- *Southern Water request connection to the sewerage system at the nearest point of adequate capacity*
 - *Appropriate easement from existing sewage/waste infrastructure*
- 6.6.8. The Flood Risk Assessment and Surface Water Drainage Strategy demonstrates that a range of options are available for delivering suitable foul drainage, including a pumped connection in the north-west or Section 104 / Section 98 agreement via third party land of the golf course to the east and south. Southern water has confirmed that there is sufficient capacity available to the south of the site. Viable options for foul drainage are therefore available.
- 6.6.9. For the reasons above, the development is considered fully policy compliant in respect to surface and foul water drainage.

6.7. Landscape and Open Space

- 6.7.1. Policy CS13 of the Core Strategy sets out how development should approach green infrastructure, including play spaces. This states that development will be supported that:

'2. Incorporates, where appropriate, improvements to existing green infrastructure through the restoration, enhancement or creation of additional resources....

4. Creates, where appropriate, new green infrastructure (including access management measures) either through on-site provision or financial contributions.'

- 6.7.2. The Havant Borough Council Borough Design Guide SPD (2011) provides further detail on how such play provision should be delivered. This asserts that:

'New development should address parks and open spaces. These spaces should be integrated into the design of new places and can become focal points for new residential led schemes.'

- 6.7.3. There are two main areas of open space proposed within the site. The first is in a central location running south in a curve from the main site access road to the western boundary to the south of Plot 19. Trees define the character of this space in common with the majority of the site. It would be planted with amenity lawn and a mix of grass and woodland meadow mix, with areas of ornamental planting defined by native hedges. Seating would be provided around the ornamental planting area.

- 6.7.4. This area would also incorporate a Locally Equipped Area of Play (LEAP), which would benefit from passive surveillance from the adjacent apartment block.
- 6.7.5. The second main area of open space is to the east of the site to the south of the SuDS basin. This would be an amenity grass area with adjacent meadow mix planting, with areas for outside seating provided under existing trees.
- 6.7.6. In total, the proposal provides some 7,860m² of amenity green space and 1,634m² of natural and semi natural green space.
- 6.7.7. Fields in Trust guidance recommends development provides 6m² of amenity green space per person. The proposed development is likely to accommodate approximately 216 new residents based on the standard 2.4 persons per household. This equals a requirement for a total of 1,296m² which the proposed development exceeds by some 6,564m².
- 6.7.8. The amenity green space is characterised by the number of retained (and proposed) trees on site which is likely to make some areas less attractive for use, particularly in summer months. However, there is some 3,100m² of amenity space unconstrained by trees for use by future residents. The Landscape Masterplan and DAS demonstrate how these areas can be used for the amenity of future residents.
- 6.7.9. The guidance recommends 18m² per person of natural and semi-natural green space. The development does not quite meet this standard. However, public footpath 108/127/1, located within the site boundary, connects directly with bridleway 108/22/1 which provides an accessible route to the north through Padnell Cut Woods toward Hazelton Common Nature Reserve to the north. Future residents will therefore have easy access to natural and semi natural green space a short distance from their houses.
- 6.7.10. The landscaping strategy also supports the drainage strategy through the inclusion of a retention basin and other SuDS features, with hard landscaping to include permeable paving in parking areas.
- 6.7.11. The retention of trees and enhancement of planting throughout the development will support the green infrastructure on site. A balance of native and ornamental planting will provide an environment that is both attractive supportive of ecology.
- 6.7.12. Additionally, the use of high-quality materials and amenity features such as benches and play equipment will create an enjoyable environment for residents. The development has been thoughtfully designed to create a positive and accessible pedestrian environment, in line with best practice regarding inclusive, legible and safe design.
- 6.7.13. The proposal significantly oversupplies amenity green space and has easy access to woodland and nature leisure walks to the north. As such, the development is considered to have been developed fully in line with all relevant policies on landscape and open space.

6.8. Arboriculture

- 6.8.1. Core Strategy Policy CS13 sets out the boroughs strategy for green infrastructure. This broadly encourages development that supports green infrastructure, which can be taken to include trees. Of specific relevance are the following extracts:

'(Development will be supported where it) does not undermine the functional integrity of the green infrastructure'

'Development proposals that adversely affect green infrastructure will not be permitted unless superior alternative provision can be provided or where it is part of a service provider's plans to provide improved local services in equally accessible locations'

- 6.8.2. The emerging Local Plan makes the strategy regarding trees and arboriculture clearer in Policy 31. This states that

'The Council will refuse planning permission for proposals that threaten the retention of important trees, hedgerows, and woodland, unless the need for, and benefits of development in that location clearly outweigh the impact of the proposal and replacement trees or planting to mitigate the impact of any loss are provided.'

- 6.8.3. As noted earlier in this report, the Padnell Grange site has a significant amount of tree cover. It is not possible to redevelop the site for the quantum of development proposed in the local plan without the loss of some trees. This is recognised in both the existing and emerging policies which allocate the site. Policy W126 requires the application to "retain and protect TPO trees". The emerging local plan states development proposals should "retain and incorporate protected trees and hedgerows on site."
- 6.8.4. An Arboricultural Impact Assessment has been undertaken and is provided in support of this application. It notes that 21 individual trees and four groups would be removed to facilitate the development.
- 6.8.5. The most significant of the trees to be lost are three Category B oaks, all located near to the site entrance. It is noted that Policy W126 explicitly requires any development on the site to utilise the existing access. Upgrades are necessary to deliver a safe access to serve the allocated quantum of development. The loss of these trees is unavoidable but explicitly accepted given the allocation of the site for residential development.
- 6.8.6. Other trees to be lost on site are considered of low to poor quality trees aside from two other Category B oaks. These losses will be mitigated by new planting through the site as part of the landscape proposals.
- 6.8.7. The design and layout of the scheme have been significantly revised during its development to accommodate the retained trees, many of which are protected by TPO. No-dig cellular confinement surfacing is proposed for the upgraded access track, the southern footpath link, and internal footpath areas to avoid root damage to adjacent trees. Where minor encroachments into calculated root protection areas occur, barriers have been extended so that an equivalent or greater area is protected overall.
- 6.8.8. The loss of trees at the site is limited to only where necessary to facilitate development, with priority given to protecting TPO trees and higher category specimens. The delivery of 90 much needed new dwellings is considered a significant public benefit that outweighs the loss of a few low- and poor-quality trees. Further, the landscaping proposals show that more than 50 new trees will be planted across the site as part of the new development.
- 6.8.9. The Arboricultural Report (and included Arboricultural Method Statement and tree protection plan) detail the mitigation and protection measures proposed to ensure there are no detrimental impacts to retained trees.
- 6.8.10. The proposals comply with the relevant arboricultural policies within the development plan.

6.9. Ecology and Biodiversity Net Gain

- 6.9.1. The ecological appraisal submitted in support of this application confirms that the site is of generally low ecological value, with no statutory designations on-site. The nearest European designated sites (Chichester and Langstone Harbour SPA/Ramsar) are located approximately 5.6 km to the south. Given the scale and distance of the development, no direct impacts are anticipated.

- 6.9.2. Potential indirect effects, including recreational disturbance and nutrient enrichment, have been appropriately assessed. Mitigation will be secured through financial contributions to the Solent Recreation Mitigation Strategy and a nutrient neutrality solution, ensuring no adverse effects, either alone or in combination with other development.
- 6.9.3. Locally, Waterloooville Golf Course SINC lies adjacent to the site; however, no harm is expected subject to standard construction controls, to be secured via a Construction Environmental Management Plan.
- 6.9.4. The site comprises predominantly low-value habitats, including species-poor hedgerows and scattered trees. Protected species are unlikely to be significantly affected. Precautionary mitigation measures are proposed in respect of dormice, reptiles, nesting birds, and badgers, alongside sensitive lighting design to protect nocturnal species. Invasive plant species will be appropriately managed.
- 6.9.5. The proposals prioritise the retention of existing habitats where possible and incorporate opportunities for ecological enhancement, including native planting, habitat creation, bat and bird boxes, and improved habitat connectivity.
- 6.9.6. The accompanying Ecological Appraisal from HDA concludes that, subject to appropriate mitigation and enhancement measures, the development could deliver benefits for a number of species on site and that no overriding nature conservation constraints would preclude development on site.
- 6.9.7. A Biodiversity Net Gain Technical Note has also been prepared, alongside the statutory metric calculation. This concludes that the development will result in a net loss for 'broad habitats' of -10.39% and a net gain for 'linear habitats' of +11.95%. Therefore, the required offset of 5.96 biodiversity units to achieve the mandated 10% net gain is proposed to be met through either a contribution towards appropriate off-site compensation in the wider landscape or a bespoke off-site scheme. This can be secured through planning conditions and obligations as appropriate.
- 6.9.8. The development is capable of delivering the required biodiversity net gain through appropriate measures and contributions.
- 6.9.9. Overall, subject to mitigation and enhancement measures, the development is not expected to result in significant ecological effects and will deliver a measurable biodiversity benefit, in accordance with adopted national and local policy.

6.10. Sustainability

- 6.10.1. Within the Core Strategy, Policy CS14 sets out the Council's expectations regarding sustainability for new development. This encourages development to meet Level 3 of the Code for Sustainable. Policy 15 of the emerging Local Plan also sets out the policy trajectory, including supporting design to Passivhaus standards, reducing space heating demand of homes to less than 30 kWh/m²/year, and total energy consumption of homes to less than 40 kWh/m²/year.
- 6.10.2. The proposed development incorporates a comprehensive range of sustainable design and construction measures in accordance with the Local Plan and Part L of the Building Regulations.
- 6.10.3. A 'fabric first' approach underpins the energy strategy, with highly insulated buildings, improved air tightness, and reduced thermal bridging, complemented by low carbon technologies including air source heat pumps and photovoltaic panels. Together, these measures will significantly reduce operational energy demand and carbon emissions beyond previous Building Regulations standards.

- 6.10.4. The layout has been designed to optimise solar orientation and energy efficiency, while delivering high quality homes that meet internal space standards, provide good levels of daylight, natural ventilation, and efficient water use. Water consumption will be limited through the use of efficient fixtures and fittings.
- 6.10.5. Sustainable construction principles will be adopted, including the reuse of materials on-site, responsible sourcing of materials, and adherence to the Considerate Constructors Scheme. Waste minimisation and recycling facilities will be provided for both construction and operational phases.
- 6.10.6. Electric vehicle charging points, cycle parking, and safe access routes will further support sustainable travel choices.
- 6.10.7. Overall, the proposals demonstrate a holistic approach to sustainability, delivering environmental, social, and economic benefits in line with national and local policy objectives, and reinforcing a high quality, future-proofed development.

6.11. Air Quality

- 6.11.1. Regarding air quality and pollution, Local Plan Policy DM10 establishes that:

"Development that may cause pollution of water, air or soil or pollution through noise, smell, smoke, fumes, gases, steam, dust, vibration, light, heat, electromagnetic radiation and other pollutants will only be permitted where all of the following relevant criteria can be met:

- 1. The health and safety of existing and future users of the site, or nearby occupiers and residents is not put at risk.*
- 2. National air quality standards or objectives would not be breached.*
- 3. The water environment would not be detrimentally affected.*
- 4. It would not lead to an unacceptable deterioration in the quality or potential yield of coastal, surface and ground water resources.*
- 5. External lighting is of the minimum level of illumination and duration required for security and operational purposes.*
- 6. External lighting would not interfere with safe navigation in either Chichester or Langstone Harbours and other coastal locations."*

- 6.11.2. The submitted Air Quality Assessment concludes that no significant residual air quality impacts are anticipated, including from the resultant vehicle trips associated with the development. Construction phase impacts on air quality were also assessed to be medium-to-low in the absence of mitigation, and as such, the development is not anticipated to present any notable impact if suitable best practice mitigation measures are secured. Furthermore, the assessment states that *"pollutant concentrations across the site are expected to be below the relevant AQOs when operational"*.
- 6.11.3. It is therefore concluded that the development will not put the health and safety of existing and future users at risk, and national air quality standards will not be breached. The development aligns with Policy DM10, and therefore all relevant development plan policies relating to air quality.

6.12. Noise

- 6.12.1. NPPF Paragraph 198 sets out the national strategy for how development should be assessed in relation to the impact of noise on residential amenity. This reads as follows:

"Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:

a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life"

- 6.12.2. Within the Local Plan, Policy CS16 Part e) sets out the requirements regarding development minimising the impact of noise on neighbours. This states that *the development does not cause unacceptable harm to the amenity of neighbours through smell, the loss of privacy, outlook, noise and overlooking*".
- 6.12.3. A Noise Impact Assessment is submitted with this application. This concludes that the noise produced by plant during construction would be within acceptable levels in line with the relevant standards. It also confirms that the development will provide acceptable amenity in respect to noise, being line with ProPG guidance and Building Regulations Part O, subject to adopting the glazing and ventilation strategy set out in that report.
- 6.12.4. It is therefore concluded that the development is entirely acceptable in terms of noise, both for neighbouring and future residents.

6.13. Archaeology

- 6.13.1. The accompanying Archaeological Desk Based Assessment identifies that there are no statutory archaeological designations or assets within the site or its direct vicinity. Furthermore, the site is considered to have an overall low potential for archaeological remains.
- 6.13.2. The report also confirms that suitable precautionary measures can be secured, and that adequate provisions may be made via an appropriately worded planning condition.
- 6.13.3. The development is therefore considered to align with the relevant Local Plan Policy CS11, in which Part 4 states that development will be supported where it:

"Protects and where appropriate enhances the borough's statutory and non-statutory heritage designations by appropriately managing development in or adjacent to conservation areas, listed buildings, scheduled ancient monuments, historic parks and gardens, archaeological sites, buildings of local historic or architectural interest."

- 6.13.4. As stated in Sections 6.2.14 to 6.2.24 of this statement, the existing buildings within the site are not considered of significant historic or architectural interest. It may therefore be concluded that standard archaeological mitigation measures are entirely appropriate and would meet the requirements of Policy CS11.
- 6.13.5. The development accords with all relevant policy concerning archaeology.

6.14. Nutrient Neutrality

- 6.14.1. As the site ultimately drains into the European Sites identified by Havant's Position Statement and Mitigation Plan for Nutrient Neutral Development (2025), the site is subject to nutrient neutrality requirements.

- 6.14.2. The preliminary budget calculator indicates that the proposal will need to mitigate for approximately 88.88 kg TN/yr based on a water usage of 110 litres per person per day (l/p/d) or 95.4 kg TN/yr based on 120 l/p/d.
- 6.14.3. The submitted and signed European Site Avoidance and Mitigation Checklist outlines that the proposed development will include an appropriate avoidance and mitigation package. It is therefore concluded that, subject to the implementation of a suitable Grampian condition, the development will ensure nutrient neutrality in line with Havant's Position Statement on Nutrient Neutrality.

6.15. Land Contamination

- 6.15.1. Contamination is required to be addressed by Site Allocation Policy W126, in which the investigation of ground quality conditions is listed as a site-specific requirement.
- 6.15.2. A Site Investigation Report has been prepared by Soils Limited (September 2025) to fully assess the condition of soils within the site, and identify any risks to development or human health arising from ground contamination.
- 6.15.3. The report identifies a very low to moderate/low risk of ground contamination with areas of made ground found in the site. No asbestos was encountered and there is no risk to controlled waters.
- 6.15.4. Any further ground investigation work can be controlled through planning conditions.

7. Conclusion

- 7.1. This Planning Statement has been prepared in support of a full planning application for the redevelopment of land at Padnell Grange, Padnell Road, Waterloooville, for the demolition of the existing buildings and the erection of 90 residential dwellings with associated access, landscaping, drainage and infrastructure works.
- 7.2. The site is an allocated residential development site within the Havant Borough Local Plan under Policy W126 and is also identified as a proposed allocation within the emerging Building a Better Future Local Plan. The principle of residential development is therefore firmly established.
- 7.3. The proposals have been carefully developed having regard to the site-specific requirements of Policy W126 and the wider development plan policies relating to design quality, sustainable transport, landscape, ecology, drainage and environmental considerations.
- 7.4. The scheme utilises the existing access from Padnell Road, retains and protects significant trees where possible, integrates existing public rights of way, and provides a comprehensive landscaping strategy which delivers new areas of open space for residents.
- 7.5. Detailed technical work has informed the evolution of the proposals, including assessments relating to highways, drainage, arboriculture, heritage, contamination and environmental considerations. These demonstrate that the development can be delivered without unacceptable impacts and that any site constraints can be appropriately mitigated.
- 7.6. The proposals would deliver a well-designed residential development comprising a mix of dwelling types and tenures, including 30% affordable housing. The scheme will contribute meaningfully to meeting identified housing needs in the Borough and assist in addressing Havant's significant and persistent shortfall in housing land supply.
- 7.7. The redevelopment of this previously developed site therefore represents an efficient and sustainable use of land in a location well related to existing services, facilities and public transport. The proposals will provide high-quality homes within an attractive landscape setting while delivering wider social and economic benefits.
- 7.8. When assessed against the development plan as a whole, and having regard to all other material considerations, the proposed development is considered to represent sustainable development in accordance with the principles of the National Planning Policy Framework.
- 7.9. Accordingly, it is respectfully requested that planning permission is granted for the proposed development.

