

Erection of Timber Framed,  
Open-Sided, Canopy to  
Provide Customer Seating  
Area within Front Forecourt  
At

Ollie's Coffee, 7, Southwood  
Road, Hayling Island,  
Havant, Hampshire, PO11  
9PS

## Planning, Design & Access Statement



**Figure 1**      *The Front (South) Elevation of Ollie's Coffee*

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## **1.0 Introduction and Background**

1.1 This application seeks a grant of planning permission for the erection of a timber framed canopy within the front forecourt area of Ollie's Coffee, 7 Southwood Road on Hayling Island. The application is made retrospectively following the erection of the canopy in December 2022. The canopy provides a sheltered outdoor seating area within a forecourt previously used by the coffee shop as an external customer seating area.

1.2 Given that the forecourt was already in use as an external seating area by customers the applicant did not think that the erection of a 'light weight' timber framed canopy required planning permission. Having been contacted by the Local Planning Authority's (LPA) Planning Enforcement Officer in October 2023 the applicant now submits a retrospective application to regularise the situation.

1.3 This statement describes our client's proposal and places it in context with relevant national and development plan policy, guidance and advice. It will be concluded that our client's application proposal should receive support and be granted planning permission.

## **2.0 The Application Site and The Proposed Development**

2.1 The application site comprises a small, single storey, Class E premises located at the western end of a terrace of 6 'town centre' units, on the north side of Southwood Road on Hayling Island. The site is approximately 20m to the east of its junction with Rails Lane and forms part of a cluster of similar development within the seafront area which includes cafés, bars, hot food takeaways and shops. Residential development is located immediately to the south of the application premises (on the opposite side of Southwood Road) and also to the east of the terrace of 6 town centre units. Further residential development is located on the west side of Rails Lane.

2.2 The application site is rectangular in shape having a width and length of some 4.5m by 12.5m respectively. Internally, the coffee shop premises accommodates a food preparation area to the rear and a serving area with counter and small customer seating area at the front. The forecourt in front of the coffee shop is some 4.5m wide and 2.74m deep. This area accommodates both the timber canopy as well as a number of tables and chairs which are stored within the shop when the unit is closed.

2.3 This planning application seeks a grant of planning permission for the retention of a timber

framed canopy, with polycarbonate lean-to roof, measuring some 4.5m wide, 2.74m deep and 2.2m (front) / 2.65m (back) high. The sides of the canopy are infilled with 0.9m high demountable latticed timber side panels which are also removed and stored in the shop when the premises are closed. The canopy is also fitted with plastic 'window' panels which roll down to protect customers from the elements during wet and windy weather (see image at Fig.10).



**Figure 2** *Location of Application Site in Relation to the Surrounding Area*



**Figure 3** *Forecourt Prior to Installation of Timber Framed Canopy*



**Figure 4**      *Forecourt following Erection of Timber Canopy*



**Figure 5**      *Taxi Office and Shop with Single Storey Forecourt Extension Immediately West of Application Premises*



**Figure 6**      *Canopy the Subject of this Application in Streetscene Context*



**Figure 7**      *Single Storey Extensions on South Side of Southwood Road Adjacent Application Site*



**Figure 8**      *Timber Canopy at Ollie's Coffee Seen in Context with Existing Single Storey Side Extensions to Corner Properties at Southwood and Rails Road Junction*



**Figure 9**      *Existing Single Storey Side Extensions to Corner Properties at Southwood and Rails Road Junction*



**Figure 10**      **Close Up View of Timber Canopy – Latticed Timber Side Panels; Roll Down Plastic Windows**



**Figure 11**      **View from Interior of Ollie's Coffee Looking Out Towards Canopy**



**Figure 12** View of Coffee Shop Counter through to Food Preparation Area

2.4 With regards to planning policy designations the application site falls within the Rails Lane Local Centre (Policy CS4), an area of 'Regeneration' (Policy CS6) and an area designated as being within Flood Zone 2 (Policy CS15 Flood and Coastal Erosion Risk) by the Environment Agency.

### **3.0 Relevant Planning History**

3.1 No relevant planning history.

### **4.0 Planning Policy**

#### ***National Planning Policy Guidance***

#### **Relevant Parts of the NPPF**

4.1 The relevant planning policy documents in respect of this application are the National Planning Policy Framework, revised December, 2023 (NPPF) and the Development Plan which comprises the Havant Borough Core Strategy, 1<sup>st</sup> March 2011, the Havant Borough Local Plan (Allocations), Adopted 23<sup>rd</sup> July 2014 together with relevant Supplementary Planning Documents relating to Design and Parking.

4.2 *"...The purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development, and supporting infrastructure in a sustainable manner... At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs..."* The document promotes planning principles which include making effective use of land.

### Environment

4.3 The NPPF states (at para.8) that *"... Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways..."* The economic objective is described as helping to *"...build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure"*; The social objective requires planning to support *"...strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being..."* The environmental objective relates to the protection and enhancement of *"...our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy."*

#### A Strong Competitive Economy

4.4 Section 6 of the NPPF relates to *"Building a strong, competitive economy"*. Paragraph 86 states *"Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future..."*

### Design

4.5 Section 12 of the NPPF relates to *"Achieving well-designed places."* Paragraph 131. states *"The creation of high quality beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities..."* Paragraph 135 sets out 6 design criteria. It states that *"Planning policies and decisions should ensure that developments:*

- a) *will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- b) *are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;*
- c) *are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);*
- d) *establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;*
- e) *optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and*
- f) *create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or*

*community cohesion and resilience."*

4.6 Paragraph 139 goes on to state *"Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design ..."*

#### Flood Risk

4.7 Guidance relating to flood risk relevant to this development is found at paragraphs 173 & 174 of the National Planning Policy Framework, 19<sup>th</sup> December 2023. These paragraphs are copied below:

*"173. When determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment<sup>59</sup>. Development should only be allowed in areas at risk of flooding where, in the light of this assessment (and the sequential and exception tests, as applicable) it can be demonstrated that:*

- a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;*
- b) the development is appropriately flood resistant and resilient such that, in the event of a flood, it could be quickly brought back into use without significant refurbishment;*
- c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;*
- d) any residual risk can be safely managed; and*
- e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan."*

4.8 Paragraph 174 of the NPPF goes on to explain that some forms of development do not need to be the subject of either the sequential or exception tests.

*"Applications for some minor development and changes of use<sup>60</sup> should not be subject to the sequential or exception tests but should still meet the requirements for site-specific flood risk assessments set out in footnote 59."*

4.9 Footnote 60 states: *"This includes householder development, small non-residential extensions (with a footprint of less than 250m<sup>2</sup>) and changes of use; except for changes of use to a caravan, camping or chalet site, or to a mobile home or park home site, where the sequential and exception tests should be applied as appropriate."* Footnote 59 comments: *"A site-specific flood risk assessment should be provided for all development in Flood Zones 2 and 3. In Flood Zone 1, an assessment should accompany all proposals involving: sites of 1 hectare or more; land which has been identified by the Environment Agency as having critical drainage problems; land identified in a strategic flood risk assessment as being at increased flood risk in future; or land that may be subject to other sources of flooding, where its development would introduce a more vulnerable use."*

4.10 The proposed development in this case is for a small non-residential extension with a footprint of less than 250sq.m. As such, in accordance with paragraph 174 of National Planning Policy Framework, 19<sup>th</sup> December 2023 it is not necessary for the applicant to undertake either a sequential or exception test.

## **The Development Plan**

### **Havant Borough Local Development Framework**

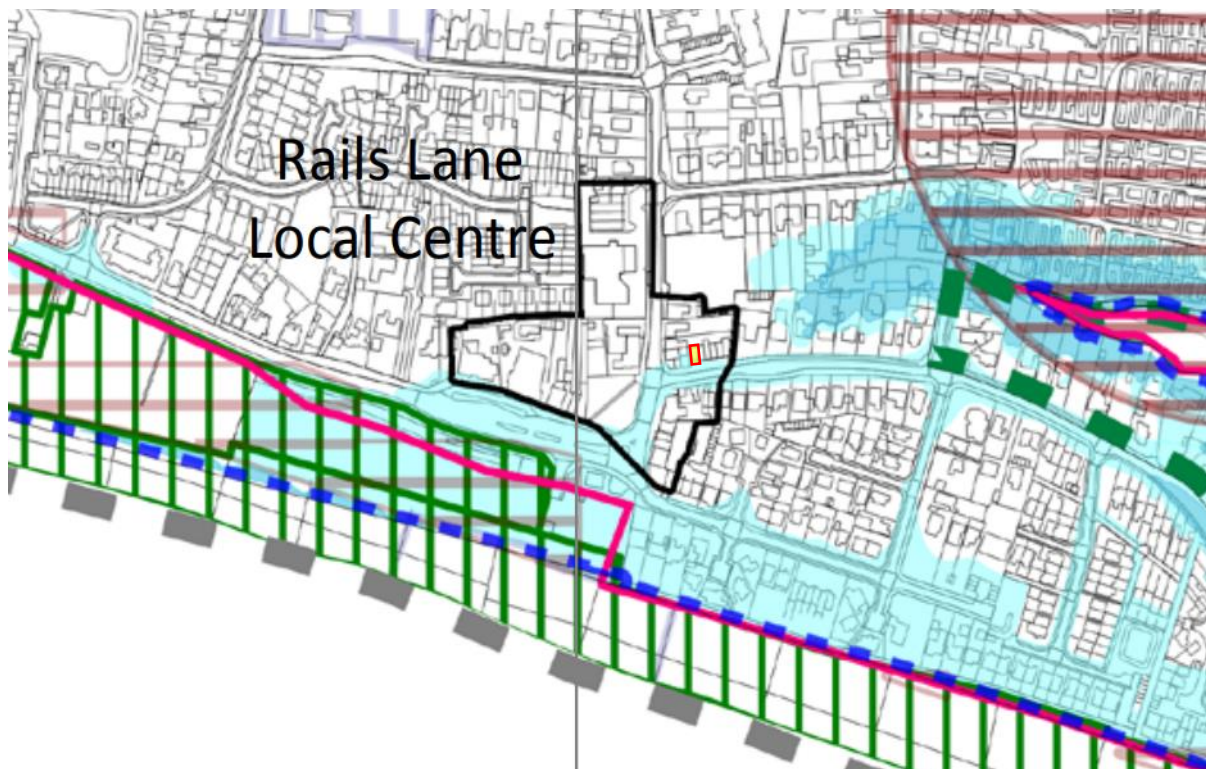
4.11 The Havant Borough Core Strategy was formerly adopted on 1<sup>st</sup> March 2011. It is the principal document in the Council's Development Plan and sets out the spatial planning strategy for the area up to 2026. The relevant policies are as follows:

#### ***Policy CS4 Town, District and Local Centres***

*"The council will seek to accommodate approximately 13,000 square metres (net) of new comparison goods retail floorspace within town and district centres up to 2016.*

*Planning permission will be granted for appropriate town centre development proposals that:*

1. *Promote and enhance the following hierarchy of identified centres as shown on the Proposals Map:*  
  
*Local Centres - Bedhampton, Crookhorn, Grassmere Way, Hambledon Parade, Middle Park Way, Milton Road, Purbrook, Rails Lane, West Town and Widley.*
2. *Enhance the evening economy of the town and district centres.*
3. *Retain and enhance local markets.*
4. *Support small and independent businesses.*
5. *Encourage high quality, mixed-use development in designated centres that retain active ground floor frontages."*



#### **CS6    *Regeneration of the Borough***

*"...Planning permission will be granted for development which positively contributes by type of use and design and by its comprehensive approach to the social, economic and/or physical regeneration of the whole borough..."*

### **CS15 Flood and Coastal Erosion Risk**

*Development in areas at risk of flooding now and in the future as identified on the latest Environment Agency flood risk maps and Strategic Flood Risk Assessment climate change maps will only be permitted where:*

1. *It meets the sequential and exception test (where required)..."*

### **CS16 High Quality Design**

*"Planning permission will be granted for development that is designed to a high standard, which helps to create places where people want to live, work and relax. All development should demonstrate that its design:*

1. *Responds to, draws inspiration from and respects local context and:*
  - a) *Identifies and responds positively to existing features of natural, historic or local character within or close to the proposed development site;*
  - b) *Integrates with existing local landscape features, promotes wildlife and biodiversity and/or applies characteristics of the local area into the design of a scheme wherever possible to create variety and interest;*
  - c) *Uses the characteristics of the locality to help inform the design of the new development including heights, massing, existing buildings lines, plot widths and depths, materials and proportions of windows and doors;*
  - d) *Is well connected to and integrates with the immediate local area and the wider area by linking to existing pedestrian and cycle routes and encouraging people to use public transport where possible; and*
  - e) *The development does not cause unacceptable harm to the amenity of neighbours through smell, the loss of privacy, outlook, noise and overlooking.*
2. *Produces a positive relationship between buildings, street and spaces both existing and proposed, where:*
  - a) *The layout of the development reduces opportunities for crime and antisocial behaviour; contributes to improving community safety; and makes provision for the management and maintenance of the development;*
  - b) *New streets are not dominated by vehicular traffic;*
  - c) *The layout of the development is legible, meaning it is easy to orientate oneself and move through.*
3. *Contributes to the improvement of the public realm close to the development, particularly sites close to town, district and local centres and other priority regeneration areas by using high quality hard and soft landscape material and*

*street furniture; and where development is of a significant scale or prominence makes provision for public art.*

4. *Is inclusive by considering the needs of those with disabilities, ensuring safe and convenient access for all; and integrating affordable and supported housing with market housing through tenure blind design to minimise social exclusion and promote social integration.*
5. *Maximises opportunities for mixed use developments, particularly in town and district centres; and encourage higher densities (50+ dwellings per hectare) where appropriate.*
6. *Mitigates negative environmental impacts through sustainable design and construction methods, resource efficiencies, particularly water and the provision of facilities for waste recycling.*
7. *Adapts to the changing needs of the users and the changing climate over the lifespan of the building."*

**CS17 Concentration and Distribution of Development within the Urban Areas**

*"Development will be permitted that makes the most effective use of land in the borough by granting planning permission that:*

1. *Concentrates new housing employment, retail, leisure and other development within the five urban areas of Havant, Leigh Park, Waterlooville, Emsworth and Hayling Island, as shown on the Proposals Map.*
2. *Prioritises development on previously developed land, including redundant, derelict or underused land and buildings within the urban area.*
3. *Broadly distributes the new housing and employment development in the five areas of the borough..."*

**Havant Borough Local Plan (Allocations), Adopted 23<sup>rd</sup> July 2014**

4.12 The following policies of the above part of the Development Plan are also relevant to the determination of this application.

***Policy AL1 Presumption in Favour of Sustainable Development***

*"...the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF)..."*

***Policy AL2 Urban Area Boundaries and Undeveloped Gaps between Settlements***

*"...The urban area boundaries for Emsworth, Havant and Bedhampton, Hayling Island, Leigh Park and Waterlooville are defined on the Policies Map..."*

## **5.0 Planning Considerations**

5.1 This planning application seeks a grant of planning permission for the retention of a timber framed canopy that has been constructed in the front forecourt of Ollie's Coffee at 7 Southwood Road, Hayling Island. The structure has been built with a timber frame beneath a polycarbonate lean-to roof.

The structure measures approximately 4.5m wide, 2.74m deep and 2.2m (front) / 2.65m (back) high. The sides of the canopy are infilled with 0.9m high removable latticed timber side panels which are stored in the shop when the premises are closed. The canopy is also fitted with plastic 'windows' which roll down to protect customers from the elements during wet and windy weather.

5.2 The applicant built the canopy in December 2022 not realising that, being of a lightweight timber construction, it would require planning permission. The forecourt had been used previously by the applicant as an outdoor seating area (as is shown on the photo at Fig. 2 on page 3) in association with the operation of the coffee shop. Historically it is apparent that the front forecourt of these single storey premises have been used for purposes ancillary to the operation of the units since the 1930s. It is seen from the photo at Fig. 13 that shop awnings extended out across almost the entire forecourt of the application site as well as those of the adjoining shops. Goods can be seen being stored in the units' forecourts in the photo at Fig. 14.



**Figure 13**      *East Stoke Corner / Rails Lane / Southwood Road during Late 1930s*



**Figure 14**      *Corner of Rails Lane & Southwood Road from Late 1940s / Early 1950s*

5.3 It is considered that the relevant issues in relation to the determination of this planning application concern:

1. The principle of the development;
2. Flood risk;
3. Impact of the development upon the visual amenity of the Southwood Road streetscene, and;
4. The economic benefits of the development.

#### Principle of Development

5.4 The proposed timber canopy is located in a well-established and popular Rails Lane Local Centre where policy CS4 (Town, District and Local Centres) states *"Planning permission will be granted for appropriate town centre development proposals that: ... 2. Enhance the evening economy of the town and district centres. 3. Retain and enhance local markets. 4. Support small and independent businesses..."* The site is also within the Urban Area of Hayling Island as designated by policies CS6 of the Havant Borough Core Strategy, adopted on 1<sup>st</sup> March 2011 and AL2 of Havant Borough Local Plan (Allocations), adopted 23<sup>rd</sup> July 2014. As such, there is a presumption in favour of granting permission for appropriate commercial development within this location.

5.5 Additionally, policy CS17 of the Core Strategy promotes *"...the most effective use of land in the borough by granting planning permission that...Concentrates new ... employment ... development within ... Hayling Island ... as shown on the Proposals Map... Prioritises development on previously developed land, including redundant, derelict or underused land and buildings ...Broadly distributes the new ... employment development in the five areas of the borough..."* The application proposal would, therefore, concentrate new commercial development on previously developed land, helping to distribute employment opportunity within the Borough, in compliance with policy CS17.

5.6 As such, given that the site is within the Urban Area and is located on previously developed land within an established Local Centre it is considered that the application proposal is compliant with the policies of the adopted Development Plan as well as guidance contained within the NPPF, December 2023.

#### Flood Risk

5.7 Given that the forecourt of the application premises falls within Flood Zone 2 it has been necessary to undertake a Flood Risk Assessment (FRA). This application is submitted with a FRA. This document concludes:

*"5.2 Given that the front forecourt of Ollie's Coffee falls within an area designated as Flood Zone 2 it has been necessary to undertake a site-specific flood risk assessment. This has been undertaken in accordance with paragraphs 173 and 174 of the NPPF. Paragraph 174 of the NPPF advises that it is not necessary to undertake either a sequential or exception test due to the development comprising a small non-residential extension "with a footprint of less than 250m<sup>2</sup>".*

*5.3 It is considered that this assessment represents an appropriate analysis of the flood risk of the development and that, in the event of a flood, users of the development would be able to gain safe egress away from the flood to higher ground within Ollie's Coffee or to the north on Rails Lane. Given that the timber canopy does not incorporate any permanent fixtures or fittings, and 'sits' on an existing concrete*

*surface, 'the land' could be brought back into use after the flood event has ended. Additionally, it is considered that the proposed development would not result in an increased flood risk to adjacent existing property."*

5.8 As such, it is considered that the application proposal is compliant with policy CS15 (Flood and Coastal Erosion Risk) of the adopted Core Strategy as well as guidance contained at paragraphs 173 and 174 of the NPPF, December 2023.

#### Impact of the development upon the visual amenity of the Southwood Road streetscene

5.9 The open sided timber canopy that is the subject of this application is attached to the front (south) elevation of Ollie's Coffee which is a small, single storey, end of terrace Class E unit located within the Rails Lane Local Centre on Hayling Island. As has been explained in paragraph 5.2 the front forecourt of this unit has been used for nearly 100 years for purposes both incidental and ancillary to the operation of the premises as a town centre business use.



**Figure 15** Existing Building Line on Southwood Road Set by 24 Rails Lane & 1-3 Southwood Road

5.10 Prior to erecting the lightweight timber framed canopy the applicant looked at existing development on the north side of Southwood Road. It was apparent that the commercial premises, immediately to the west, on the corner of Rails Lane and Southwood Road (i.e. 24 Rails Lane & 1-3 Southwood Road), had been enlarged in the past with the addition of single storey extensions to their southern elevations. The applicant was of the view that when observed in the context of existing development within Southwood Road, the proposed open sided timber canopy would mimic and respect the scale and alignment of existing development in the immediate area and streetscene (i.e. less than 10m to the west). The images at Fig.15 (above) and Fig.16 (over page) show the alignment of the timber canopy in relation to the single storey projections to the southern facades of 24 Rails Lane & 1-3 Southwood Road.

5.11 Core Strategy policy CS16 "High Quality Design" states that *"Planning permission will be granted for development that is designed to a high standard, which helps to create places where people want to live, work and relax. All development should demonstrate that its design: 1. Responds to, draws inspiration from and respects local context...a) Identifies and responds positively to existing features ... within or close to the proposed development site ... b) Integrates with existing local landscape features ... c) Uses the characteristics of the locality to help inform the design of the new development including heights, massing, existing buildings lines, plot widths and depths, materials and*

*proportions of windows and doors..."*

5.12 When considered in relation to the application proposal it is apparent that the proposed development do create a place where *"people want to live, work and relax"*. Additionally, it is also clear that, when viewed in relation to existing development at the western end of Southwood Road, that the height, siting and alignment of the canopy *"Responds to, draws inspiration from and respects local context..."* and also *"Identifies and responds positively to existing features ... within or close to the proposed development site..."* Furthermore, it is considered that the forward projection of the timber canopy *"Integrates with existing local landscape features"* and *"Uses the characteristics of the locality to help inform the design of the new development including heights, massing, existing buildings lines..."*



**Figure 16** Existing Building Line on Southwood Road Set by 24 Rails Lane & 1-3 Southwood Road

5.13 It is considered, therefore, that in terms of its design, character and appearance, the lightweight timber framed canopy is in compliance with the requirements of Core Strategy policy CS16 "High Quality Design" as well as guidance within Section 12 of the NPPF, December 2023, relating to "Achieving well-designed places."

#### The Economic Benefits of the Development

5.14 Prior to the construction of the canopy the customer seating areas at Ollie's Coffee comprised a small area within the shopfront (approximately 3 tables / 8 seats) together with the open forecourt area (3 tables / 9 seats). The front forecourt could only really be used as a seating area for customers from April through to September each year due to the seasonal weather conditions. In addition to the tables and chairs customers using the forecourt seating area were provided with parasols to provide shade and shelter.

5.15 The provision of the timber canopy has enabled the applicant to provide customers with a more comfortable external seating area which can be used more regularly during the winter months. As has been described earlier in this statement the canopy has open sides however, is also fitted with roll down window panels, which shelter customers from wind and rain during periods of poor weather. This has helped boost 'local' trade at the coffee shop at a time of the year when, traditionally, there are far fewer visitors and holiday makers to this part of Hayling Island. Undoubtedly, this has resulted in an upturn in business which enables the coffee shop to open 7 days a week.

5.16 As has been stated the application site falls within Rails Lane Local Centre (CS4) which itself is within wider areas designated for the 'Regeneration of the Borough' (CS6) and the 'Concentration and Distribution of Development within the Urban Areas' (CS17). Additionally, policy AL2 (Urban Area Boundaries and Undeveloped Gaps between Settlements) encourages new development to areas which are already developed and not within the countryside. Policy CS4 in particular seeks to *"Retain and enhance local markets"* as well as supporting *"... small and independent businesses"*. Furthermore, policy CS6 states that *"Planning permission will be granted for development which positively contributes by type of use and design and by its comprehensive approach to the social, economic and/or physical regeneration of the whole borough..."* It is considered that the proposed development has already helped, albeit on a small scale, contribute positively to the social and economic regeneration of the Borough. The proposal has enabled the applicant provide jobs for staff whilst also making available a well-run local coffee shop that is valued by both local people and visitors. As such, it is considered that the additional seating provided within the timber canopy has helped to increase the number of customers visiting Ollie's Coffee, particularly during the winter months. The increased number of customers has helped to increase trade which, in turn, has helped secure the long-term future of Ollie's Coffee. Given the foregoing it is considered that the proposed development is compliant with policies CS4, CS6, CS17 and AL2 of the Development Plan as well as guidance within Section 6 of the NPPF, December 2023 relating to *"Building a strong, competitive economy"*.

## 6.0 Conclusions

6.1 In the case of this revised application the applicant concludes the following:

- The proposed timber canopy has been added to the front of an existing Class E coffee shop which is located within the Rails Lane Local Centre on Hayling Island. The development is also within the designated Urban Area. As such, the proposed development is considered to be acceptable in principle and in compliance with policies CS4, CS6, CS17 and AL2 of the Development Plan as well as being an example of *"sustainable development"* as set out at Section 2 of the NPPF, December 2023 relating to *"Achieving sustainable development"*.
- The planning application is supported by a Flood Risk Assessment. This concludes, due to the size, scale and nature of the development, that the proposed canopy is compliant with policy CS15 (Flood and Coastal Erosion Risk) of the adopted Core Strategy as well as guidance contained at paragraphs 173 and 174 of the NPPF, December 2023.
- The proposed timber framed canopy is built with a lightweight design that is modest in scale whilst also maintaining the established building line on the north side of Southwood Road near its junction with Rails Lane. It is considered that the proposed lightweight timber framed canopy reflects and respects the character and appearance of existing development within the Southwood Road streetscene and so is compliant with Core Strategy policy CS16 as well as guidance at Section 12 of the NPPF, December 2023, relating to *"Achieving well-designed places."*
- Finally, it is considered that the canopy the subject of this application has helped the Ollie's Coffee business attract more customers during the winter months. This has resulted in the business becoming a more financially viable, enabling it to provide employment opportunity all year round. As such, the proposed development is considered to be beneficial to the local economy in compliance with policies CS4, CS6, CS17 and AL2 of the Development Plan as well as guidance within Section 6 of the NPPF, December 2023 relating to *"Building a strong, competitive economy"*.

6.2 It is considered, therefore, that the proposed development would not *"cause demonstrable*

*harm to interests of acknowledged importance."* It is respectfully requested, therefore, that Planning Officers and Members of Havant Borough Council look favourably at this application and grant it planning permission.