

Punch Partnerships (PML) Limited
The Swan Inn
Jessie Road,
Havant
PO9 3TH



Planning, Design & Access Statement

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Document Control

Applicant: Punch Partnerships (PML) Limited

Project: The Swan Inn, Jessie Road, Havant, PO9 3TH

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Reference Number:

Document Checking:

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Contents

- 1.0 Introduction
- 2.0 Application Site and Surroundings
- 3.0 Planning History
- 4.0 Planning Policy Context
- 5.0 Key Development Considerations
- 6.0 Design
- 7.0 Access
- 8.0 Conclusion

Appendix 1 – Owner Support Letter

1.0 Introduction

Introduction

- 1.1 CPC Planning Consultants Limited (“CPC” or the “Agent”) has produced this Planning, Design and Access Statement (“PDAS”), on behalf of Punch Partnerships (PML) Limited (“Punch” or the “Applicant”), in support of its application for full planning permission at The Swan Inn, Jessie Road, Havant, PO9 3TH (the “Property” or the “Public House”).

Proposal

- 1.2 The “Application” seeks full planning permission for the following development:
“Erection of 3 two-bed dwellings (Use Class C3) on the land adjacent to the public house, utilising new vehicular access, with associated parking and landscaping, including reconfiguration of beer garden and car park of the public house”.
- 1.3 The Swan Inn will remain operational during and following the proposed development. The Owners of the public house have confirmed their support for the proposals in the letter appended to this PDAS.
- 1.4 The schedule of accommodation for each dwelling is as follows:

Unit	Bedrooms	GIA (sqm)	Garden Area (sqm)
1	2b4p	79.8	81
2	2b4p	79.8	65
3	2b4p	79.8	83

- 1.5 The application comprises the following documentation:
- Application forms – prepared by CPC
 - CIL forms – prepared by CPC
 - Existing and proposed plans – prepared by PLC
 - Transport Statement – prepared by TPA
 - Arboricultural Report – prepared by EcoUrban
 - Solent Budget Calculator
 - Occupancy Calculator
 - Biodiversity Checklist
 - European site avoidance and mitigation checklist

1.6 The proposed site layout and elevations are given below for illustrative purposes:

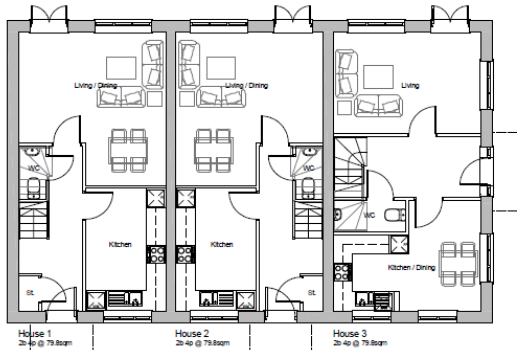
Proposed Site Layout



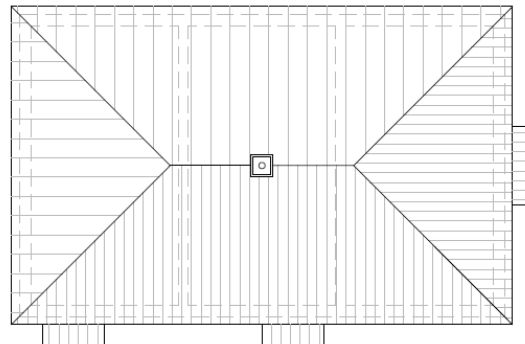
Proposed Street Scene



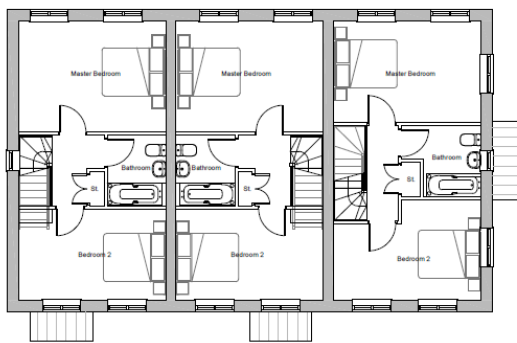
Proposed Floor Plan



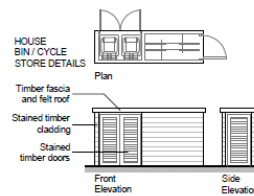
PROPOSED GROUND FLOOR PLAN



PROPOSED ROOF PLAN



PROPOSED FIRST FLOOR PLAN



1:100 scale
0 1m 2m 3m

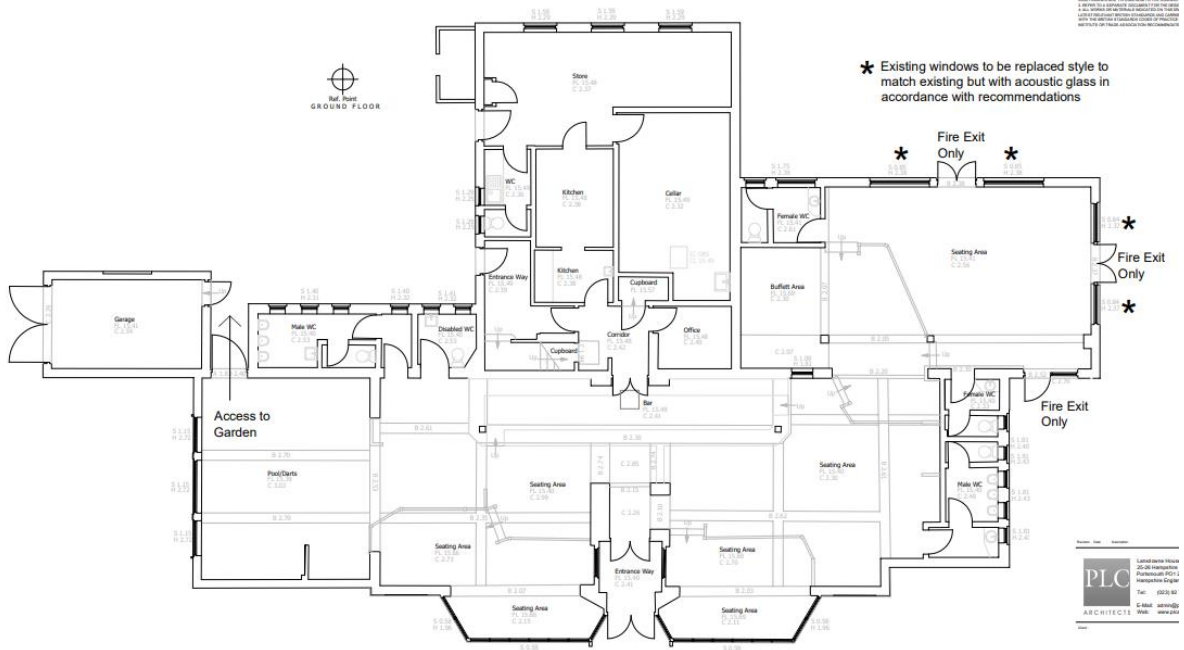
P3 Planning to add new access
P2 Planning to add new access
PLC ARCHITECTS
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The Swan Inn
Jewell Road
Bathampton

Proposed House Plans

Drawn by: JCB
Date: 08/17
Checked by: P
17/2292/101

GENERAL NOTES
1. These drawings are to be used in accordance with the Building Regulations 2010 and the Planning Act 2008.
2. All dimensions are in millimetres unless otherwise stated.
3. All materials are to be of a standard suitable for external use.
4. All work is to be carried out in accordance with the Building Regulations 2010 and the Planning Act 2008.
5. All work is to be carried out in accordance with the Building Regulations 2010 and the Planning Act 2008.



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Proposed Elevations



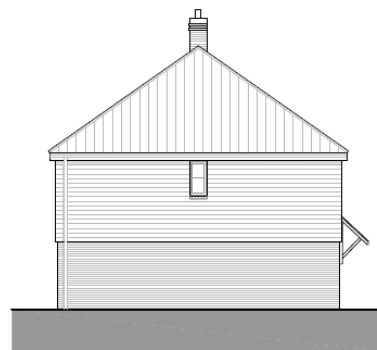
PROPOSED SOUTH ELEVATION



PROPOSED EAST ELEVATION



PROPOSED NORTH ELEVATION



PROPOSED WEST ELEVATION



2.0 Application Site and Surroundings

- 2.1 The Swan Inn is located centrally within the urban edge of the Borough of Havant.
- 2.2 Havant is made up of 5 distinct areas and the site falls within the identified built-up boundary of Havant and Bedhampton, within the ward of Barncroft.
- 2.3 The Swan Inn is a traditional local community pub that provides a bar, games area, restaurant and caters for events.
- 2.4 The Property does not lie within the Conservation Area and is neither Grade Listed nor a locally listed building.
- 2.5 The Property does not lie on the green belt.
- 2.6 The site lies within Flood Zone 1 and is at a very low risk of surface water flooding.

3.0 Planning History

3.1 The planning applications related to proposals at the site are as follows:

- APP/17/01189 | Construction of 3No. 2 bed terraced dwellings with associated accesses, car parking and amenity space following reconfiguration of existing Swan Inn access, car park, minor alterations to the public house and beer garden alterations. | The Swan, Jessie Road, Havant, PO9 3TH | Permitted 15 Mar 2018

3.2 The following planning application relates to the surrounding site:

- APP/16/00278 | Construction of 1No. 2 bed detached dwelling | 1 Jessie Road, Havant PO3 3TH | Permitted 09 May 2016
- 04/54797/004 | Construction of 1 No. (end terrace) 3-bedroom house with associated parking and new vehicular access to Ernest Road | 1 Ernest Road, Havant, PO9 3TJ | Permitted 26 Nov 2004

4.0 Planning Policy Context

- 4.1 Section 38 (6) of the Planning and Compulsory Purchase Act (2004) requires that in the determination of planning applications, decisions are made in accordance with the policies of the Statutory Development Plans of the District, unless material considerations indicate otherwise.
- 4.2 The Site lies within the administrative area of Havant Borough Council, where the development plan comprises the Havant Borough Local Plan (Core Strategy) (adopted March 2011) and Havant Borough Local Plan (Allocation) (adopted July 2014).
- 4.3 Supplementary planning documents include Havant Borough Design Guide SPD (adopted December 2011), Havant Borough Council Development Contributions Guide (Updated October 2016) and Havant Borough Council Parking Supplementary Planning Document (adopted July 2016).

National Planning Policy Framework

- 4.4 The National Planning Policy Framework (the “**NPPF**”) was published in 2021, it establishes the overarching principles of the planning system which aims to contribute to the achievement of sustainable development.
- 4.5 Paragraph 2 of the NPPF states that: “applications for planning permission should be determined in accordance with the development plan unless material considerations indicate otherwise.”
- 4.6 Paragraph 8 of the NPPF stipulates the planning system has three overarching, mutual objectives for achieving sustainable development which are:
 - a) *“Economic – helping to build a strong, responsive and competitive economy;*
 - b) *Social – supporting strong, vibrant and healthy communities and providing sustainable homes and by creating a well-designed environment with accessible services that support communities’ social well-being;*
 - c) *Environmental – protecting and enhancing our natural, built and historic environment; including making effective use of land and helping to improve biodiversity.”*
- 4.7 Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development. For plan-making this means development plans should positively seek opportunities to meet the development needs of the area and be sufficiently flexible to adapt to rapid change and

proposals should accord with an up-to-date development plan; and for decision-taking this means development proposals that accord with the development plan should be approved without delay.

- 4.8 When determining applications, paragraph 38 stipulates it is a requirement that Local Planning Authorities should approach decisions in a positive and creative way. Paragraph 38 also states that Planning Authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of an area.
- 4.9 Paragraph 47 states that planning law requires applications for planning permission to be determined in accordance with the development plan unless material considerations indicate otherwise. It encourages that decisions on applications should be made as quickly as possible.
- 4.10 Paragraph 55 of the NPPF states that planning authorities should consider whether unacceptable impacts of a development can be made acceptable via planning conditions. Planning conditions should be kept to a minimum and only imposed if they meet the test of being necessary, relevant, enforceable, precise and reasonable to the development proposals.
- 4.11 Section 5 on delivering housing sets out the Government’s commitment to boosting the supply of homes to meet local needs, and that land with permission should be developed without unnecessary delay.
- 4.12 Policy 64 states “[the] provision of affordable housing should not be sought for residential developments that are not major, other than in designated rural areas (where policies may set out a lower threshold of 5 units or fewer)”. Major developments are those which generate a net increase in housing of 10 or more units.
- 4.13 Paragraph 79 places primacy on the sustenance of rural villages and their services through small-scale development.
- 4.14 Paragraph 93 states that to provide the social, recreational, and cultural facilities and services the community needs, planning policies and decisions should:
 - a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;
 - b) take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community;
 - c) guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community’s ability to meet its day-to-day needs;

- d) ensure that established shops, facilities, and services are able to develop and modernise, and are retained for the benefit of the community; and
- e) ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

4.15 Paragraph 104 states that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed, and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.

4.16 Paragraph 108 asserts that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

4.17 Paragraph 111 asserts that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

4.18 Paragraph 117 states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for

accommodating objectively assessed needs, in a way that makes as much use as possible of previously developed or 'brownfield' land.

4.19 Paragraph 112 stipulates that regarding transport, highways and access developments should:

- Give priority to pedestrian and cycle movements, within the scheme and with neighbouring areas; Address the needs of people with disabilities and reduced mobility;
- Create safe, secure and attractive places which minimise the scope for conflict between pedestrians, cyclists and vehicles; and
- Allow for the efficient delivery of goods, and access by service and emergency vehicles

4.20 Paragraph 119 and 120 stress the importance of making 'effective use of land' and states that planning policies and decisions should:

- a) encourage multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation or improve public access to the countryside;
- b) recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production;
- c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;
- d) promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure)⁴⁵; and
- e) support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well designed

(including complying with any local design policies and standards), and can maintain safe access and egress for occupiers.

4.21 Paragraph 124 states that planning policies and decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area’s prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places.

4.22 Paragraph 126 states that the creation of high-quality 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. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.

4.23 Paragraph 130 of the NPPF stipulates 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 wellbeing, 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.”*

4.24 Paragraph 159 states that *“inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at the highest risk (whether existing or future).”*

4.25 Paragraph 185 states that 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:

- 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;
- Identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and
- Limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

Planning Practice Guidance

4.26 Planning Practice Guidance (the “PPG”) was published online in March 2014. It advises that *“The National Planning Policy Framework represents up-to-date Government planning policy and must be considered where it is relevant to a planning application or appeal. If decision takers choose not to follow the National Planning Policy Framework, clear and convincing reasons for doing so are needed. A development that is consistent with the National Planning Policy Framework does not remove the requirement to determine the application in accordance with the development plan unless there are other material considerations that indicate otherwise.”*

- 4.27 The Guidance advises that the Statutory Development Plan is “*the plan for the future development of an area*”.
- 4.28 It consists of: Development Plan documents adopted by local planning authorities, including any ‘saved’ policies from plans that are otherwise no longer current, and those development plan documents that deal specifically with minerals and waste. Neighbourhood Plans, where these have been supported by the local community at referendum and subsequently made by the LPA.
- 4.29 Regarding how decisions on planning applications must be made, it advises that: “*The National Planning Policy Framework stresses the importance of having a planning system that is genuinely plan-led. Where a proposal accords with an up-to-date development plan it should be approved without delay, as required by the presumption in favour of sustainable development at paragraph 14 of the National Planning Policy Framework. Where the development plan is absent, silent or the relevant policies are out of date, paragraph 14 of the National Planning Policy Framework requires the application to be determined in accordance with the presumption in favour of sustainable development unless otherwise specified*”.
- 4.30 The PPG also states that, to be effective, Local Plans should be kept up-to-date and reviewed regularly, which it suggests is likely to be at least every five years.

Havant Borough Local Plan (Core Strategy)

- 4.31 The Core Strategy was adopted in March 2011 and is the main document in the Havant Local Plan. It sets out the long-term vision for the Borough up to 2026. Amongst other things, it seeks to set out the amount, type, location and detailed design of future development and provide a consistent basis against which planning applications are determined.
- 4.32 **Policy CS6: Regeneration of the Borough** states that planning permission will be granted for development which positively contributes to the social, economic, and/or physical regeneration of the borough and should be focused within 5 regeneration areas, one of which being an area identified as Havant Town Centre, within which the application site is located.
- 4.33 **Policy CS9: Housing** states that planning permission will be granted for housing that contributes towards the boroughs housing need providing it creates amongst other things a mixed community, mixed dwelling types and sizes, and achieves suitable densities taking into account accessibility to public transport, employment, shops and services.

- 4.34 **Policy CS11: Protecting and Enhancing the Special Environment and Heritage of Havant Borough** protects and where possible enhances the Borough's statutory and non-statutory designated landscape, habitats and features of biological, hydrological or geological interest.
- 4.35 **Policy CS13: Green Infrastructure** states that planning permission will be granted for development which amongst other things does not undermine the functional integrity of the green infrastructure of the borough.
- 4.36 **Policy CS14: Efficient Use of Resource** states that planning permission will be granted for development which provides funding for waste management infrastructure, contributes towards renewable energy targets, and residential development meet a minimum of Level 3 of the Code for Sustainable Homes.
- 4.37 **Policy CS16: High Quality Design** requires development to be designed to a high standard that:
- Draws inspiration from and respects local context
 - Produces a positive relationship between buildings, streets, and spaces both existing and proposed
 - Contributes to the improvement of the public realm
 - Considers the need of those with disability
 - Maximises opportunities for mixed use development
 - Mitigates negative environmental impacts through suitable design and construction methods, resource efficiencies, particularly water and the provision of facilities for waste recycling
 - Is adaptable to the changing need of the users and climate change
- 4.38 **Policy CS17: Concentration and Distribution of Development within the Urban Area** requires the most effective use of land in the borough concentrating housing within the five urban areas, including Havant within which this site sits.
- 4.39 **Policy CS19: Effective Provision of Infrastructure** directs that development will be permitted where its social infrastructure is safeguarded.
- 4.40 **Policy CS20: Transport and Access Strategy** requires development to contribute towards the implementation of the Reduce, Manage and Invest strategy, to have appropriate access and that the highway/access design responds positively to the characteristics of the area.
- 4.41 **Policy CS21: Developer Requirements** states that development will be permitted if on/off site infrastructure requirements are met, if necessary through the provision of planning obligations.

- 4.42 **Policy DM2: Protection of Existing Community Facilities** states that development proposing the change of use or loss of any premises or land currently or last used as community services and facilities, including local shops, will only be permitted where both the following criteria can be met:
- It has been demonstrated, through an active marketing process that the premises or land are no longer viable for their authorised use or any other use which would provide a beneficial facility to the local community.
 - The facility is no longer required for a community use or that there is an easily accessible existing or new facility for the community it is intended to serve.
- 4.43 **Policy DM8: Conservation, Protection, and Enhancement of Existing Natural Features** requires development to protect and enhance local habitats and landscapes through the provision of new landscaping that integrates successfully with the local environment and natural features using local materials and plant species with future maintenance secured.
- 4.44 **Policy DM11: Planning for More Sustainable Travel** requires development to promote integrated travel and access to non-motorised modes of transport, to provide safe and secure vehicle and cycle parking to adopted standards and reduce opportunities for informal parking.
- 4.45 **DM13: Car and Cycle Parking on Residential Development** requires development to provide car parking and cycle storage in accordance with the Residential Car Parking and Cycle Provision Supplementary Planning Document.

Havant Borough Local Plan (allocations)

- 4.46 The Havant Borough Local Plan (Allocations) is adopted in July 2014, following on from the adopted Havant Borough Local Plan (Core Strategy). The Allocations Plan allocates land to help deliver the housing and employment requirements set out in the Core Strategy between 2013 and 2026. It also replaces the remaining saved policies for the Havant Borough District-Wide Local Plan and includes a number of policies in addition to those in the Core Strategy. Those relevant to this application are set out below:
- 4.47 **Policy AL1: Presumption in Favour of Sustainable Development** states that the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). It asserts that the Council will work proactively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions.

- 4.48 **Policy DM24: Recreational Disturbance to Special Protected Areas (SPAs) from Residential Development** states that planning permission will be granted for residential developments that avoid or mitigate a likely significant effect on the SPAs, caused by recreational disturbance through the in-combination effect of net additional dwellings. This mitigation can be provided through a financial contribution.

Emerging Havant Borough Local Plan 2036

- 4.49 Havant Borough's Adopted Local Plan (Core Strategy 2011 and Allocations Plan 2014) covers the period until 2026 and continues to form the basis for determining planning applications in the Borough.
- 4.50 Whilst the Core Strategy continues to identify the relevant housing target for the Borough, it can only continue to be afforded weight in so far that it is consistent with national guidance, and specifically Paragraphs 215 and 216 of the NPPF.
- 4.51 The Council is therefore preparing a new Local Plan, the first stage of which is the production of the Local Plan Housing Statement (December 2016) which provides the foundations for the new Local Plan.
- 4.52 Though the Housing Statement does not have the same status as a Local Plan in decisionmaking, it was subject to public consultation between 25th July and 9th September 2016, has been subject to a Sustainability Appraisal, Habitats Regulations Assessment and an Integrated Impact Assessment.
- 4.53 At this stage, there are no policies relevant to this proposal however it does give an allowance of 1191 windfall dwellings up to 2036.

Havant Borough Design Guide Supplementary Planning Document

- 4.54 This SPD is adopted in December 2011.
- 4.55 Havant Borough Design Guide Supplementary Planning Document (SPD) aims to raise the quality of design across the Borough by providing detailed guidance that supplements and helps to implement Core Strategy Policy CS16 High Quality Design. It sets out the approach that should be taken to layout and design of new development and provides specific guidance on residential development such as:
- back to back distances of 20m to avoid loss of privacy/overlooking
 - garden depths should be a minimum of 10m particularly where a dwelling faces a blank gable

- dwelling should meet daylight standards as set out in BS8206 Part II
- opportunities should be taken for passive solar gain to maximise sunlight
- adequate provision should be made for storage and collection of domestic waste
- all new housing to meet Lifetime Home standards as set out within the Havant Housing SPD

Havant Borough Council Development Contributions Guide

- 4.56 This SPD is updated in October 2016.
- 4.57 Havant Borough Council Developer Contributions Guide aims to support Policy CS21 of the Havant Borough Local Plan (Core Strategy) which sets out the policy basis for the collection of developer contributions. The Havant Borough Community Infrastructure Levy (CIL) Charging Schedule came into effect on the 1st August 2013 and development permitted on or after this date could be liable to pay the rates set out in the Charging Schedule. The Charging Schedule sets out the rates which different types of development will be expected to pay towards infrastructure in the Borough.
- 4.58 For residential development, the rate in 2023 is £126.78 per square metre and when submitting a planning application for new residential development a CIL Additional Information Requirement Form and CIL Form 1: Assumption of Liability needs to be submitted to enable the Council to determine whether the proposal is liable to pay CIL and calculate the CIL liability.

Havant Borough Council Parking Supplementary Planning Document

- 4.59 This SPD is adopted in July 2016.
- 4.60 The Havant Borough Council Parking Supplementary Planning Document (SPD) sets out the Council's off-street parking standards relating to new development in the Borough. Applications for planning permission will be assessed against the guidance set out in this document.
- 4.61 The SPD has adopted minimum car and cycle parking standards for dwellings (Use Class C3) of which 2 car parking spaces and 2 cycle parking spaces will be needed per a two-bedroom dwelling.
- 4.62 The SPD also sets out specific car and cycle parking requirements for eating and drinking establishments (Use Class C4). Although the proposal does not provide a new public house, the standards are useful in assessing the need for the existing public house, given that the car park will be reconfigured as part of the proposal. A minimum of 1 car parking space per 5sqm dining area/bar

area/dance floor is needed and a minimum of 1 cycle parking space per 6 staff or 1 cycle parking space per 40sqm GEA and 1 cycle stand per 20sqm GEA for short stay will be needed.

- 4.63 The document also sets out that car parking spaces should measure a minimum of 2.4m wide by 4.8m long and that all properties should be provided with long stay, secure (overnight) cycle storage facilities.

5.0 Key Development Considerations

- 5.1 This section underlines why the proposed development is both acceptable and desirable with regards to the planning policy context as discussed in Section 4. This section will similarly address the technical considerations that are relevant to the proposal.

Principle of Development

- 5.2 The Core Strategy identifies this site as being within the built-up boundary of Havant and Bedhampton and within an area identified for regeneration.
- 5.3 Policy CS6 and CS17 particularly support development in urban areas that positively contribute to the social, economic, and/or physical regeneration of the borough and are focused within 5 regeneration areas, one of which being an area identified as Havant Town Centre, within which the application site is located.
- 5.4 The site is surrounded by existing residential development and as detailed in the Highways, Access and Parking section of this statement is within a short distance of public services and amenities. It is therefore considered that the proposed residential dwellings are in a sustainable location.
- 5.5 There is a planning permission (ref: APP/17/01189) for erection of three two-bed terraced dwellings at the site here, which further reflects the suitability of housing development at the site. The same application is submitted again owing to the expiration of the previous planning permission.
- 5.6 The proposed development comprises the erection of three two-bed terraced dwellings adjacent to the Swan Inn public house, utilising new vehicular accesses off Jessie Road and Ernest Road, with associated parking as well as hard and soft landscaping.
- 5.7 Paragraph 63 of the NPPF asserts that the provision of affordable housing should not be sought for residential developments that are not major, hence no affordable housing is required.
- 5.8 The application contributes to the realisation of sustainable development, as defined in the NPPF, in the following ways:

Economics

- 5.9 The proposal for new dwellings would benefit the local economy as it will provide new households of consumers and an increase in local authority revenue.
- 5.10 The proposed development retains the existing public house as a functioning business and community facility, such that the proposal will have no impact on the operation of the business.

- 5.11 The occupiers of the proposed dwelling will be users of the shops and services within Havant, contributing to the viability and vitality of the settlement.

Social

- 5.12 The addition of new dwellings will support the district in terms of housing targets.
- 5.13 The capital receipt raised from the sale of the development plot will be directly reinvested into the business at the public house.

Environmental

- 5.14 The proposed dwelling will maximise the potential of the site in a sustainable manner.
- 5.15 Each proposed dwelling will have two spaces to store bicycles which encourages active travel and promote sustainability.
- 5.16 The proposals are of a high-quality design, with both soft and hard landscaping, which will benefit the future residents as they will have access to their own private space and car parking on site, which is convenient and would not impact on street parking.
- 5.17 The development will be designed sympathetically to tie in with its surroundings, with finishes that are sensitive to the Swan Inn Public House.
- 5.18 Sustainable measures, involving the use of renewable energy sources and conservation of fuel and power, are proposed to improve the energy efficiency of the dwellings and reduce their carbon emission in the long term.

Continued Viability of the Public House

- 5.19 The proposed development will have no material impact on the operation or future viability of the existing public house which therefore will not suffer any adverse impacts.
- 5.20 Policy CS19 seeks to protect social infrastructure and Policy DM2 reinforces this through its requirement to protect the change of use or loss of any premises or land currently or last used as a community service or facility, this includes public houses.
- 5.21 The proposal is considered to comply with these policies as the existing public house on the application site will be retained as part of the proposed development.
- 5.22 The principle of this Class A4 use in this location is well established and its retention is therefore appropriate, both in terms of maintaining its contribution to the local economy and ensuring that this valuable community facility will continue to be provided for existing and future residents.

- 5.23 The beer garden and car park to the east of the retained public house will make way for the proposed development but critically an extended car park to the west and beer garden to the rear will be retained.
- 5.24 The total number of parking spaces associated with the public house will be reduced from 24 to 14, which indicates ten parking spaces associated with the public house will be lost as a result of the proposed development, along with part of the beer garden of the public house. However, this has been considered by the landlord to be adequate to accommodate normal levels of parking demand.
- 5.25 The proposal retains the Swan Inn public house which will remain operational during construction phase of the dwellings. The current servicing and delivery arrangements for the public house will stay as existing.
- 5.26 The proposed development will ensure that the application site continues to provide a community facility (public house) for the local community, with half the beer garden and car park mostly unaffected, as such the proposed development will have no adverse impact on the business and future viability of the public house, which will continue to provide a vital community function for the village and an inherent public benefit.

Residential Amenity

- 5.27 The Swan Inn is located in an existing residential area with existing properties on all sides providing a suitable environment where existing residential properties coexist with the public house.
- 5.28 Notwithstanding this, the proposal has been carefully designed to have regard to the amenity of the adjoining dwellings and the amenities of future occupiers of the proposed dwellings.
- 5.29 The schedule of accommodation and approximate garden sizes for the proposed dwellings are set out below:

Number of bedrooms	Number of bed spaces	GIA of dwellings	Garden Area
2	4	79.8 sqm	81 sqm
2	4	79.8 sqm	65 sqm
2	4	79.8 sqm	83 sqm

- 5.30 Cycle and refuse storage will be provided within the curtilage of each proposed new dwelling.

- 5.31 The dwellings have been carefully positioned to provide an adequate separation distance from the houses to the rear, the inter-relationship between the proposed and existing dwellings ensures that adequate levels of privacy are provided, to avoid overlooking.
- 5.32 A 1.8m high brick wall is proposed to the eastern boundary of plot 3's garden, ensuring residential privacy adjacent to the public highway, and also 1.8m high close boarded timber fencing proposed between rear gardens.
- 5.33 There have been no known conflicts between the PH and the existing residential properties which suggests the PH operates in a considerate manor to its residential neighbours. Although the proposals include alterations to the position of parking and garden areas, the relationships between these and neighbouring properties remain very similar to existing arrangements and as such there are no concerns for the amenity of residents of the proposed or neighbouring dwellings.

Trees

- 5.34 EcoUrban was instructed by Punch to report on trees that could be affected by the proposed development, and prepare an Arboricultural Implications Assessment (the "AIA") and Arboricultural Method Statement.
- 5.35 A small number of trees are located around the beer garden of the pub. The following direct implications of the development proposals have been identified:
- There are no trees in Category A and B trees and consequently no high or moderate category trees will need to be removed.
 - Two Category C trees, G1 and G2, are scheduled to be retained.
 - There is no tree in Category U.
- 5.36 Of the total of two groups detailed in this report, both are scheduled to be retained and no trees are indicated to be removed to facilitate this development proposal.
- 5.37 No trees will have activities arising from the proposed site changes occurring within their RPAs.
- 5.38 Consequently, provided the tree protection measures set out in this report are realized, the proposal is acceptable from an arboricultural perspective and the risk of implications for the retained trees is likely to be low.

Ecology

- 5.39 Core Strategy Policy CS9 and CS11 and Allocations Policy DM8 requires development to assess any potential effects to biodiversity and wildlife interests and requires the submission of details on existing biodiversity features, including possible impacts on them.
- 5.40 The site falls within 2 km of designated sites with the Solent Maritime SAC, Chichester and Longstone Harbour SPA and Ramsar site being located 1.9km to the south of the site, 0.4 miles of Littlepark Wood (East) SINC to the west of the site, Nevilles Park Area 4-10 SINC to the north, and 0.7 miles of Manor Farm A SINC to the south and within 5.6km of the Solent Maritime SAC.
- 5.41 This application submission includes the Biodiversity Checklist which confirms there will be no adverse impacts to biodiversity or wildlife interests/features and as such does not conflict with Core Strategy requirements.
- 5.42 The occupancy calculator and Solent nutrient budget calculator have been submitted for the council to issue liability notice and payment for nutrient neutrality. Havant Borough Council have developed their own nitrogen mitigation scheme which opened on 18th August 2020. The scheme is only available to application sites within Havant borough. The scheme provides mitigation against effluent discharges made to Budds Farm or Thornham WWTWs and is therefore suitable for mitigation for the site.

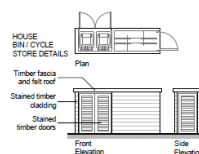
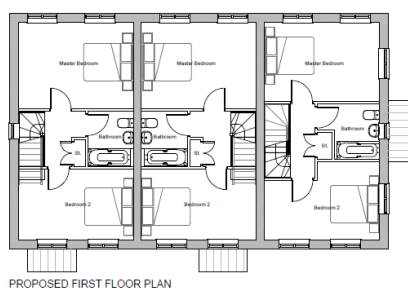
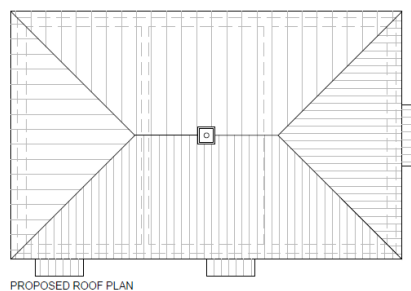
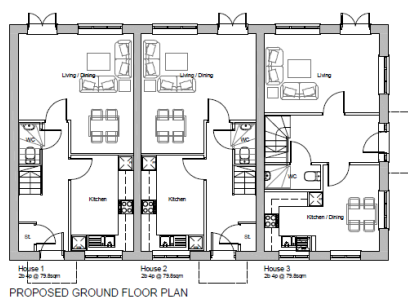
Flood Risk

- 5.43 The entirety of the Site is located within Flood Zone 1, according to the Environment Agency Flood Maps, and is therefore at the lowest risk from flooding.

6.0 Design

- 6.1 The application is located in the urban edge of the Borough of Havant, and seeks to erect three two-bed terraced dwellings.
- 6.2 The proposed dwellings and their layout are considered to accord with the requirements of Policy CS16 and the guidance contained within Havant Borough Council Design Guide Supplementary Planning Document.
- 6.3 The proposed dwellings will be sustainably built, with sufficient private amenity space and parking space for cars and bicycles in accordance with the standards set out in the local planning policy.
- 6.4 Each property is served by windows that ensure that all habitable rooms within the proposed dwellings benefit from good access to light and outlook.
- 6.5 The small-scale development seeks to utilise the garden and car park of the pub for housing delivery by erecting three two-bedroom terraced dwellings, with two new car parking spaces per unit provided.

	Bedroom	GIA (m ²)	Garden (m ²)
Plot 1	2	79.8	81
Plot 2	2	79.8	65
Plot 3	2	79.8	83



- 6.6 The site comprises a traditional, two-storey public house. The proposed site is surrounded by residential land uses.
- 6.7 Much of the site area is surplus to user requirements and the opportunity exists to make better use of the plot by the reconfiguration and reduction of the car park and garden. In this regard, the application proposes the introduction of three sympathetically designed, terraced dwellings located towards the eastern half of the site.

Beer garden at the development plot which will be reconfigured.

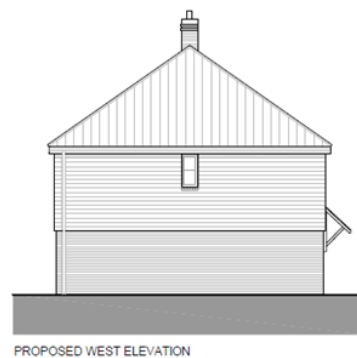


- 6.8 The proposed residential uses would be separated from the public house site and would include independent vehicular access via Jessie Road and Ernest Road.
- 6.9 It is proposed to stop up and relocate the existing vehicular accesses on the corner of Jessie Road and Ernest Road.
- 6.10 The proposed dwellings would include two parking spaces each; plots 1 and 2 having access via Jessie Road whilst the parking for plot 3 will be located to the north eastern corner with access configuration reflecting that of all other properties along Ernest Road.
- 6.11 The proposed set back of car parking spaces from Jessie Road would provide the opportunity for enhanced frontage landscaping.
- 6.12 There will be refuse and cycle storage facilities located in the garden of each unit. Each unit will benefit from its own private garden and the boundary of the garden will be buffered by the introduction of fencing to protect residents' amenity.
- 6.13 The street scene highlights that the proposed houses fit well with the nearby houses, which are two-storey high and predominantly semi-detached or terraced.

- 6.14 The proposed houses are set well back from the road, sharing the same building line with the adjacent properties.
- 6.15 Although the proposed terrace would orientate towards Jessie Road, the easternmost dwelling has dual aspect in order to positively address the corner location.



- 6.16 The new build dwellings have taken a selection of design cues from local context and the materials proposed augmented the surrounding area by incorporating materials used for dwellings in the locality, including brickwork, clay tile roof and timber doors.



Brickworks and clay tile roofs can be found in the neighbouring properties.



6.17 Chimneys details can be seen on most properties around the site and within the neighbourhood:



6.18 The proposed scheme introduces hard and soft landscaped forecourt and rear garden for each dwelling. The soft landscaping features will enhance biodiversity.

7.0 Access

- 7.1 The application is accompanied by a Transport Statement prepared by TPA to provide transport and highways advice in relation to the proposed development of three residential dwellings on land adjacent to The Swan Inn, Jessie Road, Havant.
- 7.2 The proposed scheme comprises the construction of three terraced houses to the east of The Swan Inn public house. The public house will be retained with a reduction in the size of the car park.
- 7.3 An application was approved (APP/16/002781) on the 9th of May, 2016 for the erection of a single two bedroom dwelling. A scheme of similar size was also granted (APP/17/011892), this application proposed the *‘Construction of 3No. 2 bed terraced dwellings with associated accesses, car parking and amenity space following reconfiguration of existing Swan Inn access, car park, minor alterations to the public house and beer garden alterations.’* Since both applications have lapsed.
- 7.4 The development site is located to the north west of Havant, a small town in the south-east corner of Hampshire, England between Portsmouth and Chichester. It is located in close proximity to a number of local facilities including schools, nurseries, churches, shops and medical facilities and has access to a bus and rail services which run a short distance from the site in question.
- 7.5 Footways are provided on both sides of Jessie Road and are generally between 1.5 m and 2.0 m in width. The footways on Jessie Road are in good condition, and the road has street lighting. Ernest Road also has pavements on both sides, and street lighting is present. The footways in the vicinity of the site include dropped kerbs that assist pedestrian activity.
- 7.6 The site benefits from good cycle accessibility. Assessing cycle accessibility from the Site, cycle times of 10 and 20 minutes at an average speed of 15 km/h (equating to 5 km) have also been considered. All of Havant can be covered in 10 minutes by bicycle. Based on this assessment, Drayton, Purbrook, Widley, Waterlooville, Durrants, Emsworth, and Hayling Island be accessed within a 20-minute cycle journey from the Site.
- 7.7 There is an abundance of bus services in the area which offer frequent services – bus route 20, 21, 37, SD4, SD5, 621 and 652. The closest bus stop to the site is located on the B2140 Hubert Road, approximately 200 metres to the west of the site. Three services run from this stop, which include 654, SD4, and SD5. There are also northbound and southbound bus stops on Park Lane. Bus 21 runs from these stops, which are approximately 250 metres to the east of the site. Additional services can be found on Purbrook Way, which is an 8-minute walk to the north. Services 20, 37, and 621 can be accessed from there.

- 7.8 School services also run within walking distance of the site offering routes to a number of schools and colleges in the local area.
- 7.9 Bedhampton Railway Station is located approximately 1.1 km south of the site and is served by South Western Railway and Southern Trains. The station provides services to London Waterloo, Portsmouth & Southsea, Brighton, Fratton and Littlehampton. The station is on the West Coastway Line and is managed by the train operating company Southern.
- 7.10 The proposed parking provision of total six spaces for the residential development, which two spaces will be provided for each residential dwelling, in accordance with Havant Borough Council parking guidance. Four of these will be provide via a proposed access onto Jessie Road and another two will be provided via a new access from Ernest Road.
- 7.11 A total of 24 car parking spaces are currently provided on site for the public house, which 14 parking spaces will be remained. This has been considered by the landlord to be adequate to accommodate normal levels of parking demand.
- 7.12 Jessie Road is approximately 5m wide and runs in an east-west direction. The road is residential in nature and is subject to a 30 mph speed limit and is illuminated. Jessie Road leads onto the B2150 Hulbert Road to the west, which provides access to Bedhampton railway station in the south and the wider road network (the A3M) via the large Purbrook Way roundabout to the north. To the east, Jessie Road provides a link to Park Lane and Havant town centre.
- 7.13 Given the lack of collision hotspots or clusters, there is no reason to believe that the proposed development would pose a risk to road safety. This would suggest that there is no reason to believe that on safety grounds there is no reason to refuse planning on road safety ground.
- 7.14 In summary, the proposed development is not predicted to result in a significant or noticeable impact on the local highway network.

8.0 Conclusions

- 8.1 CPC has produced this Planning, Design and Access Statement in support of Punch's planning application to erect three two-bedroom terraced dwellings on the land adjacent to the existing public house.
- 8.2 The PDAS and accompanying technical report demonstrate compliance with the relevant local and national planning policies, and relevant material considerations.
- 8.3 The public house will be unaffected by the proposals and will continue to operate as it does currently.
- 8.4 The site lies within the settlement boundary. The proposals adopt a 'context driven' design rationale, with particular focus on the materials, to reflect the neighbourhood and the local context.
- 8.5 The Council is therefore politely invited to grant planning permission for the proposal without undue delay.

Appendix 1 – Support letter

Havant Borough Council
Public Service Plaza
Civic Centre Road
Havant
PO9 2AX

19th June 2023

Dear Sir/Madam

Re: Planning Application to develop the land at the Swan Public House, Bedhampton, Havant

I write in connection to the planning application submitted to develop on the land at the The Swan Inn, Jessie Road, Bedhampton, Havant, PO9 3TH.

Punch Pubs & Co is a modern, progressive pub company with around 1,300 pubs across the UK and is committed to running and growing best-in-class community pubs, led by passionate Publicans, via our specialist multi-model platform.

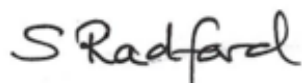
We have invested £90million pounds in our pubs since 2019 and part of the proceeds from this development will be invested in the Swan thus ensuring that it remains a focal point of the local community and protecting future viability.

Following careful consideration, we do not envisage that the development will detract from the operations of the pub. If Punch was not supportive of the application and felt it would impact the pub's viability, then we simply would not have let it advance.

We remain supportive of this application and firmly believe as owners we are well placed to comment on such.

Please contact me should you have any questions on the above.

Yours faithfully



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