

Land at Bartons Road, Havant

Mixed use development comprising 191 apartments and two drive-through restaurants, together with associated access, parking and landscaping

PLANNING, DESIGN AND ACCESS STATEMENT, INCORPORATING AFFORDABLE HOUSING STATEMENT, EMPLOYMENT AND SKILLS PLAN, SUSTAINABILITY STATEMENT AND UTILITIES ASSESSMENT

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1. Introduction

- 1.1 This statement has been prepared in accordance with article 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2015. It has been prepared on behalf of Fortitudo (Havant) Ltd (the applicant) and is submitted in support of a planning application for a *'mixed-use development comprising 191 apartments and two drive-through restaurants, together with associated access, parking and landscaping'* at land at Barton's Road, Havant, PO9 5JB (the site).
- 1.2 This statement shows how the proposal addresses the provisions of development plan policies and relevant national and local material considerations.
- 1.3 The application comprises:
- Completed application forms.
 - Completed ownership certificates.
 - Plans and drawings, including:
 - Site plan ref. 100 at scale 1:275 at A1.
 - Location and block plan ref. 101 at scales 1:1250 and 1:500 at A1.
 - Block A ground floor ref. 102B at scale 1:100 at A1.
 - Block A first floor ref. 103B at scale 1:100 at A1.
 - Block A second floor ref. 104B at scale 1:100 at A1.
 - Block A third floor ref. 105B at scale 1:100 at A1.
 - Block A fourth floor ref. 106B at scale 1:100 at A1.
 - Block A roof ref. 107 at scale 1:100 at A1.
 - Block A south and west elevations ref. 108A at scale 1:100 at A1.
 - Block A north and east elevations ref. 109A at scale 1:100 at A1.
 - Block B ground and first floors ref. 110B at scale 1:100 at A1.
 - Block B second and third floors ref. 111B at scale 1:100 at A1.
 - Block B fourth floor and roof ref. 112B at scale 1:100 at A1.
 - Block B south and west elevations ref. 113A at scale 1:100 at A1.
 - Block B north and east elevations ref. 114A at scale 1:100 at A1.
 - Section drawings and block C bike store plans ref. 115 at scale 1:200 at A1.
 - Block C ground floor ref. 116A at scale 1:100 at A1.
 - Block C first floor ref. 117A at scale 1:100 at A1.
 - Block C second floor ref. 118A at scale 1:100 at A1.
 - Block C third floor ref. 119A at scale 1:100 at A1.
 - Block C fourth floor ref. 120A at scale 1:100 at A1.
 - Block C roof ref. 121 at scale 1:100 at A1.
 - Block C south and west elevations ref. 122 at scale 1:100 at A1.
 - Block C north and east elevations ref. 123 at scale 1:100 at A1.
 - Drive-through restaurant floor plans and elevations ref. 124 at scale 1:100 at A1.
 - Drive-through café floor plans and elevations ref. 125 at scale 1:100 at A1.

1.4 The application is accompanied by:

- Affordable housing statement (incorporated into this statement).
- Arboricultural assessment prepared by Richard Nicholson Arboricultural Consultants.
- Completed Community Infrastructure Levy (CIL) form.
- Drainage and foul sewage assessment prepared by Vectos.
- Employment and skills plan (incorporated into this statement).
- Flood risk assessment and flood risk assessment prepared by Vectos.
- Land contamination assessment prepared by Forge.
- Noise assessment, prepared by Acoustic Consultants.
- Planning obligations statement (incorporated into this statement).
- Retail sequential test, prepared by Chapman Lily Planning.
- Sustainability statement (incorporated into this statement).
- Transport Assessment prepared by Paul Basham Associates.
- Utilities assessment (incorporated into this statement).
- Viability assessment prepared by Sturt & Co.

2. The application site and surrounds

2.1 The application site measures circa 1.66ha and forms the southeastern quadrant of the junction of Petersfield Road and Bartons Road. It was formerly occupied by Scottish and Southern Electricity (SSE) and prior to that by Travis Perkins. The site has been vacant for some time and has been cleared for redevelopment. It is allocated in the adopted Site Allocations Plan (2014) under ref. L145, which describes it as:

'A brownfield site located in a prominent location on the corner of Petersfield Road and Bartons Road. It is currently occupied by a three-storey office building and associated car parking. The former occupiers of the offices have relocated elsewhere in Havant retaining part of the site for operational reasons in the short term'.

2.2 The Core Strategy goes on to draw attention to the highly sustainable nature of the location, making specific reference to the *'bus routes within walking distance of the site'*, which are *'available to large centres with further shops and services'* and the fact that it is *'within walking distance of [Leigh Park] district centre with shops and services'*.

2.3 In addition to Leigh Park, the site is also extremely well placed to take advantage of other numerous facilities and services nearby, including Havant and Waterloo Football Club; Downley Business Park; the Front Lawn Community Hub; a skate park; pubs; a nursery; primary school; and places of worship. The sustainability of the location is well noted on page 72 of the adopted Havant Allocations Plan (2014), which notes how it is *'within walking distance of district centre with shops and services... Bus routes available to large centres with further shops and services'* and *'bus routes within walking distance of the site'*.

- 2.4 The character of the locality is urban, with the above-mentioned mixture of uses on display. Architectural styles vary, with properties to the north of Bartons Road and south of Martin Road predominantly arranged in terraces and pairs of semis. These dwellings are often set behind small areas of private curtilage, used either for planting or off-street parking. Materials tend to come in brick with concrete tiles.
- 2.5 The site itself sits in the heart of the urban area, but it nevertheless forms its own discrete land parcel with a closer visual relationship with the surrounding businesses than the dwellings to the north and south. These businesses include large office buildings, as well as the Westleigh public house. Prior to being cleared for redevelopment, the application site was occupied by a substantial, three-storey office building and associated car parking. The building was dilapidated and clearly at the end of its useful life, with the use as offices no longer required. SSE has now relocated to the south of the application site, with the new depot abutting the southern edge.
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- 2.6 A well-established vehicular access to the site is from the north via Bartons Road. This provides a wide, bell-mouth opening onto the highway, with a dedicated cycle/footpath. A further access is to the south.
- 2.7 The site is located within flood zone 1 and therefore at the lowest risk of fluvial or tidal flooding. The EA flood maps also show that it is at the lowest risk of surface water flooding. There are no heritage constraints onsite or nearby that would be affected by the proposed development.

3. Relevant planning history

- 3.1 A review of online records shows a number of applications relating to SSE's former use of the site, which formed a larger area than that proposed under this application.
- 3.2 On 6th October 2016, application ref. APP/16/00940 gave approval in respect of an '*application to determine whether prior approval is required for the method of demolition and site clearance of Former SSE Building, Bartons Road, Havant*'. There is no other relevant planning history associated with the site.

4. The proposed development

- 4.1 The application seeks full planning permission for a mixed-use scheme comprising 191 x 1-2 bed C3 apartments and two sui generis drive-through restaurants.

- 4.2 The application has been led by the site's opportunities and constraints and the need to comply with the site-specific requirements set out in Policy LP1 (L145) of the Site Allocations Plan (see in-depth analysis of how the proposal responds to this policy later in this statement).
- 4.3 The scheme has been carefully conceived to ensure that it responds positively to local character and makes the optimal use of land, in line with the requirements of the NPPF. The scheme has been carefully designed to maintain a good relationship with neighbouring properties and achieve a positive assimilation into the street scene. A site plan excerpt is provided in figure 1 below.



- 4.4 The residential element comprises a mix of unit sizes arranged in three blocks. 182 parking spaces are proposed to serve these dwellings, as well as bin and cycle storage. As can be seen from figure 1, the new homes would be set in spacious grounds towards the south of the site, offering opportunities for additional planting and therefore biodiversity gain. The three blocks are modern in design, breathing fresh air into the existing dilapidated character of the site. As can be seen from the section drawing excerpt in figure 2 below, they have been designed to provide different shapes and sizes, but employ the same design philosophy so as to appear a coherent group. Inset upper floors and inset elements on the elevations cleverly help to reduce the mass of the buildings. Meanwhile, detailing in the form of balcony treatments and the colours and textures of materials add further depth and balance to the design.



Figure 2: section drawing excerpt (courtesy of ARC Architects)

- 4.5 The drive-through restaurants are proposed to the north of the site. By taking advantage of this excellent location with easy access from Bartons Road, they would be extremely well placed to benefit from passing trade and would provide a diversified food offer for the community in this locality. The design of these restaurants reflects the respective brands, making them instantly recognisable.
- 4.6 The end users of the drive-throughs are likely to be McDonald's and Costa Coffee. They have confirmed to the applicant that they would provide 65 and 25 jobs respectively.

5. Planning policy context

National Planning Policy Framework and Planning Practice Guidance

- 5.1 The National Planning Policy Framework (NPPF) sets out that the purpose of the planning system is to contribute to the achievement of sustainable development, defined as encompassing economic, social and environmental dimensions:
- An **economic** objective – to help 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;
 - A **social** objective – 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 a well-designed and safe built environment, with

accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

- An **environmental** objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

5.2 At the heart of the NPPF is a presumption in favour of sustainable development. Paragraph 11 explains that for decision-taking this means:

- *'approving development proposals that accord with the development plan without delay; or*
- *where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
 - *the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
 - *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole'.*

5.3 Paragraph 9 confirms that *'decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area'.*

5.4 Paragraph 38 requires councils to *'approach decisions on proposed development in a positive and creative way... and work proactively with applicants to secure development that will improve the economic, social and environmental conditions of the area. Decision makers at every level should seek to approve applications for sustainable development where possible'.*

5.5 The NPPF encourages the delivery of a wide choice of high-quality homes and widening the opportunity for home ownership and the creation of sustainable, inclusive and mixed communities (chapter 5). Paragraph 59 of the NPPF supports the Government's objective of *'significantly boosting the supply of housing'*, stating that *'it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay'.*

5.6 Paragraph 68 promotes the development of small and medium-sized sites, which *'can make an important contribution to meeting the housing requirement of an area and are often built out relatively quickly... giving great weight to the benefits of using suitable sites within existing settlements for homes'.*

5.7 Paragraph 80 of the NPPF demonstrates the government's commitment to securing economic growth through the planning system in order to create jobs and prosperity, stating that:

'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'.

- 5.8 Paragraph 81 recognises the need for flexibility when it comes to seizing opportunities for economic growth, requiring councils to *'be flexible enough to accommodate needs not anticipated in the plan... and enable a rapid response to changes in economic circumstances'.*
- 5.9 Chapter 7 of the NPPF seeks to ensure the viability of town centres by requiring a sequential test for planning applications for main town centre uses (which the glossary states as including drive-through restaurants) if the site is not within an existing centre. Main town centre uses should be located in town centres and then in edge of centre locations. Only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered. Unless a locally set threshold is prescribed, an impact assessment is required if the proposal is for 2,500m² of gross floorspace.
- 5.10 Paragraph 103 supports sustainable transport, stating that *'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes'.*
- 5.11 The NPPF makes clear that planning decisions should promote an effective use of land, encouraging multiple benefits, where possible. Development should take place at appropriate densities, making *'as much use as possible of... brownfield land'* (paragraph 117) and making *'optimal use of the potential of each site'* (paragraph 123).
- 5.12 Paragraph 124 places great importance of good design, which is a key aspect of sustainable development. Paragraph 127 sets out that decisions should ensure developments:
- *'Will function well and add to the overall quality of the area;*
 - *Are visually attractive;*
 - *Are sympathetic to local character and history, while not preventing or discouraging appropriate innovation or change;*
 - *Establish or maintain a strong sense of place;*
 - *Optimise the potential of the site; and*
 - *Create places that are safe, inclusive and accessible'.*
- 5.13 Paragraph 130 goes on to state that *'permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision maker as a valid reason to object to development'.*

5.14 Planning Practice Guidance (PPG) provides further context on design principles¹, confirming that the National Design Guide² sets out the characteristics of well-designed places and demonstrates what good design means in practice. The following sections of the guide are relevant to this application:

- Context – enhances the surroundings.
- Identity – attractive and distinctive.
- Built form – a coherent pattern of development.
- Movement – accessible and easy to move around.
- Nature – enhanced and optimised.
- Public spaces – safe, social and inclusive.
- Uses – mixed and integrated.
- Homes and buildings – functional, healthy and sustainable.
- Resources – efficient and resilient.
- Lifespan – made to last.

5.15 The picture excerpt below in figure 3 illustrates how the different design principles interact.

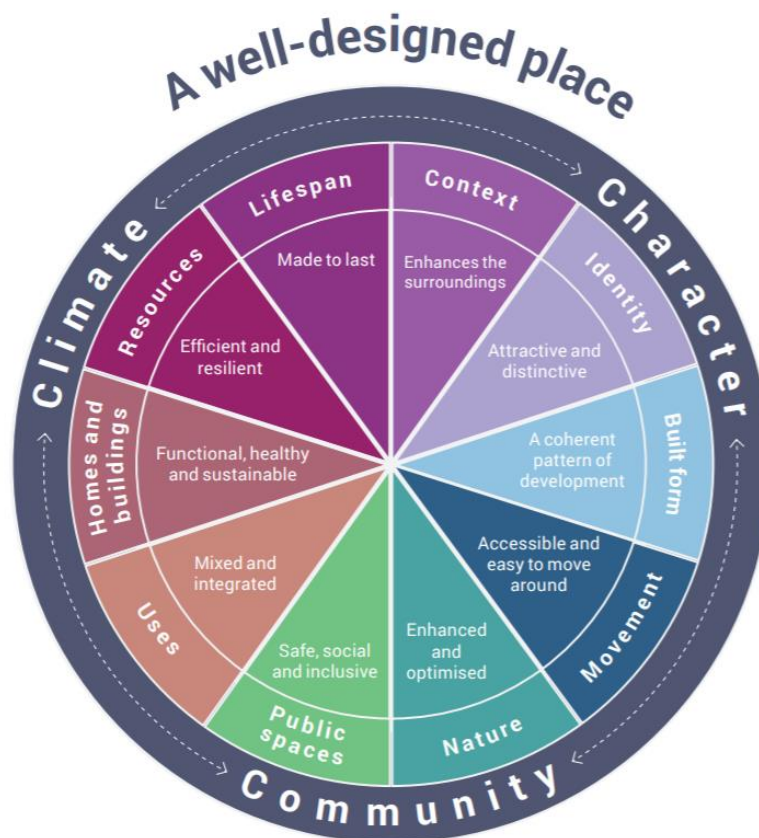


Figure 3: National Design Guide excerpt

¹ Ref ID: 26-001-20191001

² <https://www.gov.uk/government/publications/national-design-guide>

5.16 The guide confirms at paragraph 21 how:

'a well-designed place is unlikely to be achieved by focusing only on the appearance, materials and detailing of buildings. It comes about through making the right choices at all levels including:...

- **Layout:** *how routes and blocks of development are arranged and relate to one another... it defines the structure or settlement pattern; the grain; and the broad distribution of different uses and their densities or building heights.*
- **Form:** *the three-dimensional shape and modelling of buildings and the spaces they define, including size and shape; height; bulk (volume); and massing (how the bulk is shaped into a form).*
- **Scale:** *the height, width and length of a building in relation to its surroundings. It relates both to the overall size and massing of individual buildings and spaces in relation to their surroundings.*
- **Appearance:** *the aspects of a building or space within the development which determine the visual impression the building or space makes. This includes the external built form of the development, its architecture, materials, decoration, lighting, colour and texture. In the case of a space, its landscape also influences its appearance.*
- **Landscape:** *the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site, the area in which it is situated and the natural environment. It includes landform and drainage, hard landscape such as surfacing, boundary treatments, street furniture and play equipment. It also includes soft landscape in terms of trees, shrubs and other planting.*
- **Materials:** *the scale, form and appearance of a building influence what materials may be appropriate for its construction. Materials should be practical, durable, affordable and attractive.*
- **Detailing:** *the individual components and how they are put together.*

Development Plan

5.17 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the adopted Development Plan unless material considerations indicate otherwise. In this instance, the Development Plan comprises:

- Havant Borough Core Strategy (2011); and
- Havant Borough Local Plan (Allocations) (2014).

Havant Borough Core Strategy

5.18 The plan's strategic objectives include:

- Health and well being;

- Promoting Havant borough's economy;
- Regeneration and community support;
- Housing and infrastructure; and
- Caring for our borough.

5.19 The plan begins with a description of five distinct areas of the borough, one of which is Leigh Park. This sets out how the area was constructed as a post-war development to accommodate overspill from Portsmouth. It comments how *'the urban landscape is dominated by two-storey brick built terraces'* and in relation to the economy, *'there remains a significant skills gap between the skills of the local population and the jobs available'*. Leigh Park has some of the most deprived wards in England, so it is no wonder that the key opportunity identified in the plan is to deliver regeneration. The plans says that this needs to be particularly focused on social and economic issues and that addressing the skills gap is a key challenge.

5.20 Policy CS1 (Health and Wellbeing) requires sufficient open space within developments and for them to contribute effectively to opportunities for increasing cycling, including through cycle and footpath links.

5.21 Policy CS2 (Employment) predominantly refers to employment provision, but does say at criterion 2 that town centres should be favoured for *'town centre uses'*. This policy is therefore relevant inasmuch that the drive-through element of the proposed scheme is a main town centre use, as defined in the glossary of the NPPF.

5.22 Policy CS3 (Skills and Employability) seeks to raise skill levels and increase employability in the borough. This ties in well with national economic goals and the locally-identified need to tackle the skills shortage in Leigh Park.

5.23 Policy CS6 (Regeneration of the Borough) sets out a particular focus for the social, economic and/or physical regeneration of Leigh Park, with the following aspects highlighted:

- A balanced housing market;
- Supporting healthy lifestyles;
- Community safety;
- Connectivity with the rest of the borough; and
- Training and employment opportunities.

5.24 Policy CS7 (Community Support and Inclusion) sets out how the Council will grant planning permission for development that provides services for older people and other vulnerable groups. This is in relation to paragraphs 4.15 and 4.17 of the supporting text, which note how the over 60 age group is forecast to grow disproportionately in the borough.

5.25 Policy CS8 (Community Safety) looks to ensure that developments are safe and include features such as natural surveillance and maximised defensible space.

- 5.26 Policy CS9 (Housing) sets out the plan's ambitious targets to deliver 6,300 new dwellings over the period 2006-2026. The Council aims to achieve an average of 30-40% affordable housing on sites of 15+ dwellings, with a tenure split of 65-70% rented and 30-35% intermediate. Mixed communities should be achieved, with the mix meeting identified needs. Development should take place at a suitable density (taking into account various factors, including accessibility to public transport and facilities/services) and previously developed land should be used.
- 5.27 Policy CS14 (Efficient Use of Resources) sets out a number of technical requirements in terms of efficiency measures, though these are now largely under the remit of the Building Regulations.
- 5.28 Policy CS15 (Flood and Coastal Erosion Risk) requires all development to ensure that there is no net increase in surface water runoff and priority will be given to SuDS.
- 5.29 Policy CS16 (High Quality Design) requires a high standard of design from all development. It should draw inspiration from and reflect local context, informed by local characteristics. Links to the wider area through pedestrian and cycle routes is encouraged and streets should not be dominated by vehicular traffic. Safeguarding residential amenity is a key consideration.
- 5.30 The policy goes on to require proposals to maximise opportunities for mixed-use developments and encourage higher densities (50+dph) where appropriate. Sustainable design and construction methods should be employed and facilities for waste recycling should be provided. The policy says that space standards will be set out in the Allocations Plan, but they are not featured in that plan.
- 5.31 Policy CS17 (Concentration and Distribution of Development within the Urban Areas) reiterates the desire to concentrate development within urban areas, including Leigh Park. The priority is previously developed land, including redundant, derelict or underused land in the urban area.
- 5.32 Policy CS19 (Effective Provision of Infrastructure) seeks to ensure that development mitigates its infrastructure requirements. This is then linked to Policy CS21 (Developer Requirements), which highlights a range of infrastructure types that might apply.
- 5.33 Policy CS20 (Transport and Access Strategy) aims to make sure that development does not increase congestion and promotes better use of existing transport networks. The policy repeats the emphasis that walking and cycling should be promoted.

Havant Borough Local Plan (Allocations)

- 5.34 Policy AL1 (Presumption in Favour of Sustainable Development) echoes the NPPF's presumption in favour. It confirms how the Council will take a positive approach to development proposals by working proactively to find solutions to approve proposals wherever possible and secure development that improves the economic, social and environmental conditions in the area.

- 5.35 Section 7 of the plan specifically relates to Leigh Park and sets out at paragraph 7.02 how the net residual requirement for new homes in the area is between 561-695 dwellings and 1,300sqm of employment³ over the period 2013-2026.
- 5.36 Policy LP1 goes on to cite a number of allocations in Leigh Park, one of which is 'L145 SEE Offices Site, Bartons Road', recorded as having a 1.72ha site area and an indicative net yield of 90 dwellings. The policy states that planning permission will be granted to develop the allocated sites, provided the proposals are '*broadly consistent*' with the indicative number of dwellings and that they take into account all site-specific requirements set out in the relevant site profile. These are listed on page 72 of the plan as:
- Employment and Skills Plan to support planning application
 - Investigate ground quality conditions, as part of a planning application, and address any matters that arise
 - Utilise the existing access point onto Bartons Road
 - Ensure appropriate amenity level for occupants of proposed residential properties having regard to noise (Policy DM18)
 - Southern Water request connection to the sewerage system at the nearest point of adequate capacity
 - Appropriate easement from existing sewage/waste infrastructure
- 5.37 How the proposal responds to these requirements is set out later in this statement.
- 5.38 Policy DM17 (Contaminated Land) sets out that planning permission will be granted to develop sites where contaminated land is identified, where risks are identified and mitigated. The mitigation must reflect the end use of the development and not negatively affect human health, groundwater or the wider environment.
- 5.39 Policy DM18 (Protecting New Development from Pollution) builds on Core Strategy Policy CS16 by seeking to ensure that future users' amenity would not be subject to significant negative effects from air, noise, vibration, light, water or other pollution.
- 5.40 Policy DM24 (Recreational Disturbance to Special Protected Areas (SPAs) from Residential Development) says that residential development will be granted where it avoids or mitigates recreational impacts on SPAs. Mitigation can be through a financial contribution and/or a developer's own package of measures.

Monitoring

- 5.41 The most recent five-year housing land supply report was published in December 2019⁴ and covers the period 1st April 2020 to 31st March 2025. It identifies that the Council can

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https://www.havant.gov.uk/sites/default/files/documents/Five%20Year%20Housing%20Land%20Supply%20Update%20December%202019_0.pdf

⁴ Online version unavailable at the time of writing, but officers have kindly sent us an electronic copy

demonstrate 5.4 years of housing land supply. This is measured against the government's standard method for calculating housing need and includes a 5% buffer.

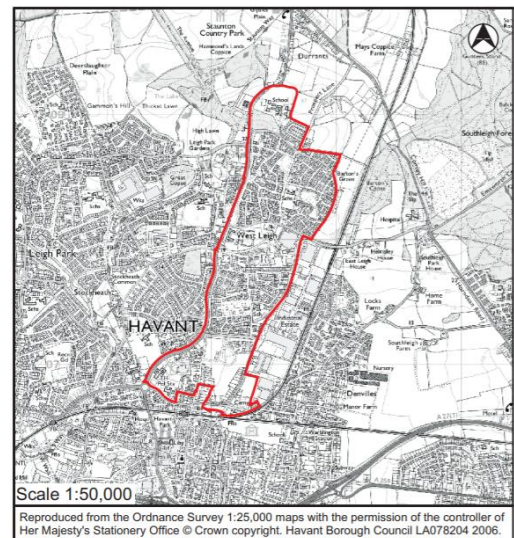
- 5.42 Unfortunately, there does not appear to be any published evidence in terms of the Council's performance against local plan targets for homes in Leigh Park (i.e. the Core Strategy indication of 1,351 homes and the Allocations Plan's residual target of 561-695 homes), which makes it impossible to gauge if the Council is on course with its targets here.

Strategic Housing Market Assessment (SHMA)

- 5.43 The Council's Specialist Housing Analysis paper discusses how the 2014 Partnership for Urban South Hampshire (PUSH) South Hampshire SHMA is the latest evidence on specific housing needs and it will therefore be a material consideration in terms of housing mixes. It is, however, six years old and will doubtful provide an accurate picture of up-to-date needs.

Townscape character

- 5.44 The Havant Borough Townscape, Landscape and Seascape Character Assessment (2007)⁵ identifies that the site lies within landscape character area (LCA) 17 West Leigh. A review of the key characteristics listed shows none with any bearing on the proposed development. The section on 'historic and built environment' mentions how the built form of the LCA '*comprises a number of large areas of homogenous estate development, separated by major roads, with small pockets of more individual forms*'. Density is recorded as mixed. A lack of trees is a specific local issue, with the 'landscape strategy' to improve tree planting. Innovative architecture to '*provide points of reference and landmark buildings*' is encouraged within the large areas of homogenous estate development.



Housing SPD (2011)

- 5.45 This SPD sets out an indication of the dwelling size and mix that will be sought in respect of affordable housing, based on the Housing Quality Indicators set by the Homes and Communities Agency.

Havant Borough Design Guide SPD (2011)

- 5.46 This SPD sets out a number of specific design requirements, including separation distances depending on the height and use of the building in question. Private outdoor amenity space

⁵ <https://www.havant.gov.uk/sites/default/files/documents/LCASection5Mainland15to21.pdf>

is required for ground-floor flats. The SPD also makes recommendations in terms of parking arrangements and street design.

Havant Borough Council Parking SPD (2016; partially updated 2019)

- 5.47 Table 4B (C3 unallocated) of the SPD sets out that 1-bed units are required to have a minimum of 0.9 parking space; and 2-beds need 1.3 spaces. An additional 20% unallocated parking for visitors should be provided, though this can be reduced for larger developments. Cycle parking is required at a rate of one space per 1-bed and two spaces per 2-bed unit, plus an additional 20% for visitors.

Solent Recreation Mitigation Strategy (2017)

- 5.48 This strategy sets out requirements for financial contributions to mitigate the impacts of residential development on the Solent SPA. From 1st April 2019, residential schemes within 5.6km of the SPA are required to contribute the following (index linked):

- £346 for 1 bedroom dwelling
- £500 for 2 bedroom dwelling
- £653 for 3 bedroom dwelling
- £768 for 4 bedroom dwelling
- £902 for 5 bedroom dwelling

Community Infrastructure Levy (CIL)

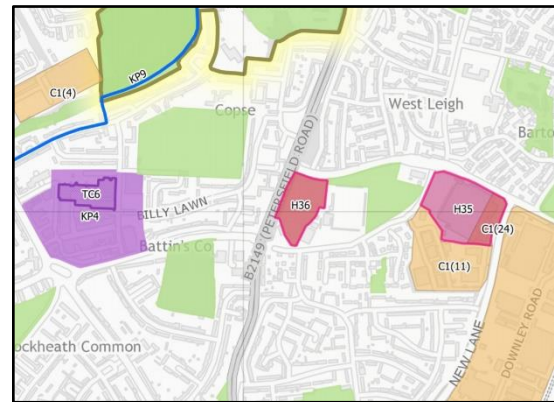
- 5.49 The Council adopted its CIL in 2013 and residential development currently attracts a charge of £111.79/sqm. The regulation 123 list shows that the following infrastructure types will be funded through the levy:

- Local and strategic transport improvements, except for site specific matters needed to mitigate the impact of the development and to make it acceptable in planning terms.
- Provision of new, or improvements to existing, open spaces.
- Flood and Coastal Erosion Risk Management Measures.
- Mitigation measures identified through the Solent Disturbance and Mitigation Project, except for site specific matters needed to make the development acceptable in planning terms.
- Provision of additional primary school places.
- Library improvements.
- Community and cultural facilities.

Emerging Local Plan

- 5.50 The Council embarked on the production of the Havant Borough Local Plan 2036 in 2016 and it has now passed through the pre-submission stage. In accordance with paragraph 48 of the NPPF a small degree of weight can be attributed to it.

5.51 It is interesting to note from the published draft policies map (see inset excerpt) that the Council intends to allocate the application site under ref. H36. Draft Policy H36 (Scottish and Southern Energy Offices) largely repeats the requirements listed under ref. L145 of the Allocations Plan.



5.52 The emerging policy notes the need for a suite of technical assessments that will be required to accompany a future planning application. The policy now alludes to around 80 dwellings being delivered onsite, although it is unclear why this indicative number has dropped slightly from the current adopted policy. The design and layout should provide a high-quality street frontage, with suitable boundary treatments. Amenity should be safeguarded, having particular regard to noise and ground conditions should be remediated. Easements should be provided around existing sewage/waste infrastructure and onsite open space in line with draft Policy E9.

5.53 Having regard to draft Policy E9, paragraph 5.87 of the pre-submission plan sets out how one and two-bed homes have one and two persons per dwelling respectively. A calculation is then made in terms of 15sqm per person and where the requirement exceeds 0.5ha, an element of play space should be provided onsite.

5.54 The Council's published consultation summary⁶ shows at paragraph 1.196 how the site promotor considers that the site should be allocated for a range of uses, given that a wholly residential scheme has not come forward despite being allocated since 2014. The applicant concurs with this view.

6. Design

Use

6.1 The application proposes a mix of C3 residential properties and sui generis drive-through restaurants. Adopted Policy LP1 of the allocations plan makes clear that residential use would be permitted in this location, but it is not earmarked for a mixture of uses. Clearly, however, it should be, as set out in the site promotor's representation on the pre-submission plan. The site has been allocated since 2014 and six years on, a planning application has not been submitted until now, which sends a strong message that Policy LP1 is relatively inflexible. The market has failed to deliver this site, with the reason for this made clear from the site promotor's letter in terms of its suitability for a range of uses. This representation reduces the weight that can be attributed to the draft policy and, given the age of the existing adopted

⁶ <https://www.havant.gov.uk/sites/default/files/documents/consultation%20summary%20report.pdf>

Policy LP1, less weight should be given to its requirement for just residential development at the site.

- 6.2 Notwithstanding the above, the proposed drive-through restaurants are entirely appropriate for this location. They would provide two new local facilities that are currently not available to the community. Indeed, according to the McDonald's online restaurant locator, the nearest provision is 1.2 miles away on West Street in Havant. Similarly, the nearest Costa Coffee store is at Waterlooville, approximately 3.9 miles away. Therefore, patrons of these brands who live locally to the application site are accumulating significant journeys on local roads. More localised provision of these prestigious brands would thus cut down on the volume of traffic into Havant and Waterlooville and lead to a distinct environmental gain, as well as retain expenditure locally. The onsite job provision would also help cut down on out-commuting by providing more localised employment opportunities.
- 6.3 The drive-throughs would also lead to significant social and economic gains. McDonald's has informed the applicant that a restaurant of this nature would generate around 65 new jobs, while a Costa Coffee drive-through would provide around 25 (of which 10 would be part time). This fully accords with the clear push by national policy for economic growth, plus policies CS3 and CS6 of the Core Strategy, which aim to increase employment opportunities and skills in the borough. Indeed, as set out above, the Core Strategy recognises how *'there remains a significant skills gap between the skills of the local population and the jobs available'* in the Leigh Park area.
- 6.4 One of the key requirements under L145 of the Core Strategy is for the application to be accompanied by an employment and skills plan. This is defined in the glossary of the Allocations Plan as something that *'maximises the opportunities presented by development to improve local employment and training. They are required for major developments within the Borough at the construction and/or occupation stage of the development'*. Quite clearly, the mixed-use nature of the proposed development would achieve this objective, both at the construction phase and, thanks to the proposed drive-throughs, during the operational stage of the development. The employment and skills provision at the operational phase would simply not happen without the drive-throughs.
- 6.5 The two drive-throughs are town centre uses, as defined under the glossary of the NPPF. Therefore, this application is accompanied by a retail sequential assessment. This finds that there are no reasonable alternative sites that could accommodate the proposed development in the borough and therefore the test is passed.
- 6.6 Adopted Policy LP1 requires this planning application to be accompanied by a ground contamination study and noise survey, in order to demonstrate that the proposed uses could be accommodated here without detriment to public health. As set out in the submitted land contamination assessment and noise assessment, the development would not pose any danger in terms of contamination and any noise from Peterfield Road and surrounding land uses could be mitigated.

- 6.7 Given these compelling factors, the applicant strongly believes that the proposed residential and sui generis uses are acceptable for this location. They are entirely compatible with neighbouring uses and the character of the locality. In line paragraph 123 of the NPPF, the development constitutes an effective use of land, making '*optimal use*' of the site.

Amount

- 6.8 The residential element of the scheme comprises 168 x 1-bed homes and 23 x 2-bed homes. It is acknowledged that the SHMA sets out a need for 2-bed homes in Havant, but the applicant's recent experience of the local market is such that there is considerable demand for 1-bed units. Their recent application to redevelop the former Curlew pub on Petersfield Road is a prime example. This application (ref. APP/18/00521) involved the development of 31 flats, comprising six 1-bed units and 25 x 2-beds. Their market experience has shown considerably less demand for the 2-beds, which struggled to sell compared with the 1-beds, which reportedly 'flew off the shelf'. With this up-to-date local knowledge of the market in mind, the applicant is seeking to meet the unmet local demand for smaller homes. Arguably, this evidence from the local market should carry weight, given the advancing age of the most recent SHMA.
- 6.9 The dwellings would occupy approximately 1.2ha of the overall site area, representing a density of c.159dph. Given the urban location and the need set out in national policy to make optimal use of land, this should be considered appropriate. Indeed, the submitted site plan shows how the proposed quantum of development could be accommodated very comfortably alongside significant areas of soft landscaping.
- 6.10 The number of homes proposed is therefore entirely appropriate for this local context and would make a meaningful contribution towards local housing supply. Clearly, the indicative number of 90 homes set out in adopted Policy LP1 and the figure of 80 homes in emerging Policy H36 would not make efficient use of the land. Both figures would lead to the underuse of brownfield land in a highly sustainable location, meaning that closer adherence to these low numbers would add pressure to develop greenfield alternatives elsewhere in the borough.
- 6.11 Using the open space standards set out in draft Policy E9 of the pre-submission Havant Local Plan, the proposed development would result in around 214 people, which equates to a need for 0.321ha of public open space. As this falls below the threshold of 0.5ha, this would not need to be provided onsite. According to paragraph 6.13 of the emerging plan, 1sqm of communal space should be provided per bedroom, which results in 214sqm. As can be seen from the spacious proposed layout, this amount of communal external space would be comfortably exceeded.
- 6.12 The site plan also shows how sufficient space exists to provide car and cycle parking in line with adopted standards.

- 6.13 It is worth noting that although the Council has not adopted the Nationally Described Space Standards, the residential units have been designed to accord with the standards and the proposed floor plans show that all the flats would meet or exceed them.
- 6.14 The footprints of the three residential blocks would vary between c.460 – 1,180sqm, which compares very favourably with the buildings to the southeast and southwest. For example, the Westleigh pub has a footprint of c.560sqm, while the office building to the south measures approximately 1,100sqm in footprint. Indeed, the proposed new blocks are notably smaller in footprint than the former building on the site, which had a footprint of around 2,600sqm and constituted a very dominant single block with little visual relief when viewed from Petersfield Road.
- 6.15 The footprints of the two drive-through restaurants are even smaller than the three residential blocks, at circa 223 and 307sqm respectively. These chime closely with the grain of the garage buildings to the southwest and the buildings to the north of the pub.

Layout

- 6.16 The layout of the proposed development has been influenced by the established access to the north of the site onto Bartons Road. This wide bell-mouth opening is designed to cater for the large amount of vehicular movements associated with the extant use of the site and benefits from excellent visibility onto the highway. It is therefore the logical point of entry to access the north of the site and the two proposed drive-throughs. The proposed continued use of this access therefore accords with the requirement of the allocation to '*utilise the existing access point onto Bartons Road*'.
- 6.17 These drive-throughs have thus been arranged to relate to the Bartons Road frontage and take advantage of passing trade. As is typical with such outlets, they are laid out around a one-way system with staff parking and landscaped grounds. A road serving these restaurants would branch off the main spine road serving the development, which is proposed to go down the eastern edge of the site. This is already an established north-south route through the site.
- 6.18 A degree of visual separation is desirable between the residential and commercial elements of the scheme in order to help distinguish between public and private realms. As the proposed site plan shows, road markings and planting will help achieve this by directing traffic around the site. The result is a good balance where the two uses are clearly separate, but at the same time reading as a coherent scheme without any strong physical barriers.
- 6.19 Further key influences for the layout of the site are the easements around the existing sewerage and surface water drainage infrastructure. These measure 3m and 4m respectively and are marked on the submitted site plan. As can be seen, the proposed development would fully respect these easements.
- 6.20 The shape of the site tapers towards the south, thus providing the opportunity to arrange block C in an 'L' shape. This enables good plot coverage within the constrained shape of the site and allows for access from the new proposed access from the south on Martin Road. The

locations of blocks A and B are not similarly constrained by a tapered site, but block A has nevertheless been deliberately designed to have an elongated element on its western side. This would help reinstate a sense of enclosure along the Petersfield Road frontage, reminiscent of the former office building, but without the oppressive appearance that the substantial western elevation of the former building displayed.

- 6.21 Having regard to the relationships between buildings, the majority of block A would be set back from the two drive-throughs behind soft landscaping and parking areas. The northern wing of this block would be the closest part of the residential element of the scheme to the drive-throughs, but it has been carefully designed to ensure that rooms on this elevation are either bathrooms without the need for an outlook, or are open plan kitchen/living spaces. The one exception is the bedroom serving unit 62, though this is on the upper floor and thus significantly elevated from the neighbouring uses. This bedroom would therefore enjoy an excellent outlook.
- 6.22 Blocks A and B would be separated by approximately 10.5m at their closest point wall-to-wall. This is considered a typical separation in an urban environment and characteristic of numerous buildings on surrounding streets (the blocks on Witchampton Close, for example).
- 6.23 Blocks A and B would be separated from block C by approximately 21m wall-to-wall at the closest point. Again, this is a typical separation in an urban environment such as this and a comfortable relationship would be enjoyed between the new blocks.
- 6.24 Having regard to the relationship with neighbouring buildings, none of the buildings to the east appear to have windows facing the application site and they are all in commercial use. Similarly, the garage buildings to the southwest do not appear to contain any windows facing towards the application site. A positive relationship with all neighbours would therefore subsist.
- 6.25 The residential blocks align to the internal roads, meaning that easy access would be afforded to the ground-floor bin and bike stores.
- 6.26 The layout has also been carefully conceived to ensure a positive relationship with retained trees.

Scale

- 6.27 The recently demolished building that occupied the site was a substantial single block. A Google aerial photograph looking eastwards along the Petersfield Road frontage is provided in figure 4 below.



Figure 4: Google aerial photograph showing the scale of the previous building on the site

- 6.28 As figure 4 demonstrates, the majority of the previous building was three storeys in height, although inset top floors on the northeast and southwest corners raised the height to four storeys. Little relief to the bulk of the building was provided, save for two recesses, meaning that a significant expanse of built form was situated along Petersfield Road. A similar degree of bulk was experienced with the elevation fronting Bartons Road.
- 6.29 The bulk and general unattractive appearance of the previous building made it detract from the character of the street scene. The proposed redevelopment of this site therefore presents an excellent opportunity to enhance local character with a more attractive and less visually dominant scheme.
- 6.30 Buildings in the locality vary in height, with dwellings generally in the order of two storeys; however, Witchampton Close to the north and Winchester House on Billy Lawn Avenue to the west are examples of three storey buildings with large footprints. The application site is also visually experienced in the context of the office building to the south and the bulky terraces of the adjacent football ground. As such, there is plenty of variation in terms of scale in this location.
- 6.31 It is worth noting that page 72 of the Havant Allocations Plan discusses that one of the site opportunities here is how *'a landmark residential building reflecting the scale of the existing building on the site could be achieved'*. The proposed scheme has therefore been designed with this goal in mind, with all of the three residential blocks being four storeys in height with an inset top floor.
- 6.32 Any negative feelings of excessive bulk associated with the previous building on the site are dispelled with the proposed development. Rather than the long stretches of imposing walls with little to no relief, the three residential blocks would be generously spaced to allow for

intervening hard and soft landscaping to help reduce visual prominence. Meanwhile, each block would contain recessed elements to assist with breaking up their bulk. Other design features, including the different shades and textures of materials, would provide visual interest and be in welcome contrast to the unattractive, monotonous elevations of the previous building.

- 6.33 It is important to note that all three residential blocks have been deliberately designed to occupy different footprints, in order to provide variation and interest within the site. The design is such that they all have common features that make them identifiable as a group, but the variations in shapes and plot coverage create visual interest that would not be present with three homogenous blocks.
- 6.34 The two drive-through restaurants are global brands that have a particular design and scale that make them instantly identifiable. Their respective scales are therefore typical of what would be expected from the two outlets, with a two-storey building in the case of the McDonald's and single-storey for the Costa. Outdoor storage areas to serve these businesses would be provided, as well as digital drive-through menu boards to take customers' orders. These are small-scale installations and typical of such restaurants.
- 6.35 The siting of the restaurants along the Bartons Road frontage means that they will mostly be experienced in vistas along with the adjacent football club buildings. These buildings are lowest along Bartons Road, meaning that the single-storey Costa unit would reflect this scale. However, the football club buildings – particularly the stalls to the west of the grounds – then rise in height, before a further increase in scale can be seen from the office buildings to the south. The arrangement of the restaurants along the Bartons Road frontage with the larger residential blocks behind is therefore commensurate with the increasing scale of buildings towards the rear of the site. The trend of varying ridge heights towards Martin Road would thus continue through the proposed development.

Appearance

- 6.36 As discussed above, the three residential blocks have been designed to achieve a balance where they read as individual buildings, but with common features that allow them to appear as a coherent group. Their design has been inspired by the guidance in the adopted Allocations Plan to create a landmark development. Such an aspiration is entirely appropriate for a site of this size and in this prominent location.
- 6.37 Rather than taking cues from surrounding buildings, which tend to be finished with red/buff brick and concrete tiles, the design philosophy of the three blocks is contemporary in nature. As can be seen from the elevation excerpt in figure 5 below, the window alignments create a vertical emphasis, with the balcony detailing adding visual interest and depth. The slick finish of the aluminium windows and the seamless glass balconies exhibit high quality, while the subtle contrasts in grey bricks and timber cladding add texture.



Figure 5: block A southern elevation excerpt (courtesy of ARC Architecture)

- 6.38 As figure 5 demonstrates, the design is clearly high quality and a marked improvement on the recent incumbent of the site. Public views from Bartons Road and Petersfield Road (and to a lesser extent Martin Road) would be enhanced by this group of landmark buildings.
- 6.39 The design of the drive-through restaurants reflects their brand identities and the familiarity that their customers expect to see. Such buildings therefore tend to have a standard approach to design, making them instantly recognisable by their logos, palette of materials and welcoming sense of arrival. Elevation excerpts of these two buildings are provided in figure 6 below.





Figure 6: front elevation excerpts. Top – McDonald's; bottom – Costa (courtesy of ARC Architecture)

- 6.40 As figure 6 shows, the drive-through restaurants would be of high-quality design. When viewed from Bartons Road and Petersfield Road, they would be experienced in an urban context where such buildings are a regular sight.
- 6.41 In summary, the previous building was dated, dilapidated and a large, incongruous block that detracted from the street scene. The attention to detail shown in the design of the proposed new buildings shows that the proposed development would constitute a clear enhancement to the character of the locality.

Landscaping

- 6.42 The site is currently characterised by a large expanse of hard surfacing and little vegetation. The proposed development would significantly improve this, through landscaped grounds with new tree planting and lawned areas for future residents to enjoy. Hedging and other planting would be situated between buildings and parking areas, thus helping to interrupt built form and create a softer layout. This would be a notable improvement on the harsh and dominant quantum of existing hard surfaces.
- 6.43 As the proposed site plan shows, the proposed parking areas would be finished with brick paviours. This change in appearance and texture would help aid legibility. The drainage strategy accompanying this application sets out how the hard surfaces of the development would drain.
- 6.44 Owing to the significant increase in greenery at the site, the development would lead to notable biodiversity gain. The welfare of retained trees to the south would also be safeguarded.

Access

- 6.45 As noted on page 72 of the adopted Allocations Plan (2014), the site is well served by bus routes, which provide services to large centres. It is also within walking distance of Leigh

district centre's shops and services and cycle lanes are situated along Petersfield Road and Barton Road. It is therefore a highly sustainable location and future residents would be well placed to take advantage of facilities and services without needing to rely on private cars.

- 6.46 There is also a resident population in close proximity to the site, who would be able to capitalise on the new local drive-through provision. As set out earlier in this statement, the closest alternatives are some distance away, meaning that additional miles will be accumulating on the local highway network while patrons of the two brands have to drive further afield. The proposed drive-throughs would therefore enhance the sustainability of the locality by reducing road miles.
- 6.47 The three residential blocks would all benefit from lifts, therefore making their upper floors accessible to wheelchair users.

7. Affordable housing statement

- 7.1 This application is accompanied by a viability study, which sets out the level of affordable housing that the proposed development can sustain.

8. Employment and skills plan

- 8.1 In 2012, Havant Borough Council introduced a requirement for employment and skills plans for major developments of 50 or more homes. The accompanying guidance sets out ways in which employment and training can be secured, for example training and recruitment approaches.
- 8.2 The Partnership for South Hampshire published the South Hampshire Strategy in 2012⁷ and this appears to be the latest publication that enters into detail in terms of providing a sub-regional framework for employment and skills growth. Policy 9 (Skills), for example, seeks to promote all apprenticeships, including employer-led programmes.
- 8.3 The document notes how tackling unemployment requires job opportunities in accessible locations, as well as training to ensure that people have the necessary skills to undertake these jobs.
- 8.4 The proposed drive-throughs would provide job opportunities in an accessible location, as well as training opportunities to ensure local people have the necessary skills to undertake these jobs.

Job opportunities

- 8.5 The whole of the proposed development would create job opportunities during the construction phase. In addition, the two drive-throughs would provide jobs during the operational phase as well.

⁷ <https://www.push.gov.uk/work/planning-and-infrastructure/push-position-statement/>

- 8.6 Construction of the proposed development is likely to take around 18 months and would generate approximately 150 FTE construction-related jobs. It is generally expected that a development of this scale would source a local workforce. Owing to the relatively short-term nature of the construction phase, the number of jobs generated would have a minor benefit to employment levels and the local economy, but it is important to bear in mind how Policy CS3 of the Core Strategy requires proposals to *'promote skill provision in emerging growth sectors such as sustainable construction methods'*. Given how the proposed development would utilise sustainable construction methods, it would meet this policy objective and it would provide workers with direct experience of sustainable construction methods. It would thus help provide workers with valuable transferable skills for the future and so although the duration of employment would be short-term, it would provide the workforce with excellent experience.
- 8.7 As well as the onsite workforce, a development of this nature would also create 'indirect' jobs during the construction phase. For example, security may be provided and materials will require transporting to the site. Local expenditure on goods and services would also increase as a result of the local workforce, for example in terms of food purchases.
- 8.8 At the operational phase of the drive-throughs, McDonald's has confirmed to the applicant that a site of this nature would employ a workforce of 65; while the Costa restaurant would employ 15 FTE workers and 10 part time. The types of jobs that are likely to arise at the two drive-through would include:
- Cashiers/order taking
 - Food preparation
 - Management/supervisory
 - Cleaning
 - Stocktaking
 - Cooking
 - Caretaking
 - Repair and maintenance
- 8.9 In addition, indirect jobs would be created in the supply chain, as well as in terms of grounds maintenance.
- 8.10 Having regard to recruitment and training both McDonald's and Costa are famous for their apprenticeship programmes, which give employees the opportunity to gain a range of skills relating to the hospitality sector. It is envisaged that posts would be advertised on the operators' websites, as well as through local channels, where appropriate. The operators are committed to staff development and would ensure an appropriate training regime is developed to enable all staff to enhance their skills and improve their future employability.

Summary

- 8.11 This employment and skills plan has demonstrated that the proposed development would have a significant positive impact on employment and skills at a local level. The positive effects would be felt in the short-term during the construction phase, as well as longer term during the operational phase of the proposed drive-through restaurants.
- 8.12 Direct and indirect jobs in a variety of sectors and covering a variety of skillsets would be provided. These local jobs would also have the benefit of negating the need for out-commuting to employment opportunities further afield. The proposed development would therefore meet the objectives of Core Strategy Policy CS3, which seeks to raise skill levels and increase employability in the borough and tackle the locally-identified skills shortage in Leigh Park.

9. Sustainability statement

- 9.1 The Council's validation checklist⁸ refers back to Policy CS14 of the Core Strategy, which requires development to meet the 'very good' BREEAM standard, '*unless proven to be financially or technically unviable*'. Applications should be accompanied by a pre-assessment estimator to show how the very good rating would be achieved.
- 9.2 The application is accompanied by a viability assessment, which concludes that the development would not be viable. This is based on the standard BCIS build costs, which assume build costs at a rate lower than achieving a very good BREEAM standard. As such, it would be unnecessary and unreasonable for the applicant to go to the expense of commissioning a pre-assessment estimation, when it is already established that the development would be unviable even with lower build costs.

10. Utilities assessment

- 10.1 The Council's validation checklist⁹ requires a utilities assessment to accompany all major planning applications. It states that:

'An application should indicate how the development connects to existing utility infrastructure systems. Most new development requires connection to existing utility services, including electricity and gas supplies, telecommunications and water supply, and also needs connection to foul and/or surface water drainage and disposal'.

- 10.2 The purpose of this assessment is therefore to check whether existing services and infrastructure have sufficient capacity to accommodate the proposed development.

Electricity

⁸ <https://www.havant.gov.uk/sites/default/files/documents/Local%20Information%20Requirements%20-%2020March%202020%20%282%29.pdf>

⁹ Ibid

10.3 An enquiry letter was sent to Southern Electric on 24/06/20, introducing the proposed development and asking for confirmation of the following:

1. Existing capacity (latent or otherwise);
2. Any projects/programmes already in place to serve the development;
3. New infrastructure required to facilitate the development;
4. The costs of providing the infrastructure; and
5. Who will fund/provide the infrastructure.

10.4 A response has not been received, which may be explained by the Covid 19 pandemic. The applicant will furnish the Council with any future correspondence received.

Gas

10.5 Correspondence received from Southern Gas Networks on 24/06/20 confirmed that a 'commercial and multiple residential properties' form requires completion. This requires knowledge of gas load information and peak hourly loads (kW) per commercial property, which it is not reasonable the applicant would know at the planning application stage.

Telecommunications

10.6 A similar letter to that sent to Southern Electric was also sent to British Telecoms on 24/06/20. Again, no response was received. The applicant will, however, ensure that the Council is provided with copies of any future correspondence.

Water supply and foul/surface water drainage

10.7 Contact was established with Southern Water on 26/06/20, who pointed the applicant towards its pre-development enquiry service¹⁰. This service does not provide any analysis in terms of water supply to an application site and instead focuses on foul/surface water drainage. This application is accompanied by a drainage report, which looks in depth at local capacity in this respect.

11. Planning obligations

11.1 The application will attract the Community Infrastructure Levy (CIL) at a rate of £111.79/sqm.

11.2 The applicant also proposes the following S106 Heads of Terms:

- Contribution towards affordable housing, in line with the submitted viability assessment.
- Contribution towards Solent recreation mitigation.
- Contribution towards mitigating Solent nitrates.

12. Conclusion

¹⁰ <https://developerservices.southernwater.co.uk/CapacityCheck/PreDevelopment>

- 12.1 This statement has been prepared on behalf of Fortitudo (Havant) Ltd and is submitted in support of a planning application for a *'mixed-use development comprising 191 apartments and two drive-through restaurants, together with associated access, parking and landscaping'* at land at Barton's Road, Havant, PO9 5JB
- 12.2 The proposal presents a sustainable form of development, contributing to the economic, social and environmental wellbeing of Havant:
- The proposed development would make more efficient use of brownfield, urban land;
 - The proposed apartments would provide modern, fit-for-purpose accommodation, meeting an identified need for one and two-bed properties;
 - The two drive-through restaurants would provide increased consumer choice locally;
 - The restaurants would provide approximately 90 jobs;
 - The design and finish are appropriate to the locality and a clear enhancement compared with the previous building on the site; and
 - The design has been carefully conceived to avoid harm to neighbour amenity and ensure that a comfortable relationship subsists.
- 12.3 This statement serves to demonstrate how the proposal complies with policies set out within the Development Plan, as well as relevant national and local material considerations. The proposal would actively contribute towards the realisation of the following spatial objectives:
- Health and well being;
 - Promoting Havant borough's economy;
 - Regeneration and community support;
 - Housing and infrastructure; and
 - Caring for our borough.
- 12.4 For the reasons set out above, the applicant respectfully requests that this application be determined favourably.