

PLANNING, DESIGN AND ACCESS STATEMENT



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

November 2017



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

Client: **Punch Partnerships (PML) Limited**

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CONTENTS

1.0	Introduction	Page 1
2.0	The Application Site and Surroundings	Page 2
3.0	Planning History	Page 5
4.0	The Application Proposals	Page 6
5.0	Planning Policy Context	Page 7
6.0	Key Development Considerations	Page 17
7.0	Design	Page 22
8.0	Highways, Access and Parking	Page 25
9.0	Summary and Conclusion	Page 27

1.0 INTRODUCTION

- 1.1 WYG Planning & Environment has been appointed by the applicant, Punch Partnerships (PML) Limited to prepare this Planning, Design and Access Statement in support of a planning application to Havant Borough Council. This application seeks permission for construction of three terraced two storey dwellings on land to the east of the Swan Inn Public House (PH), retaining the existing pub, a pub garden and car park area.
- 1.2 This combined Planning, Design, and Access Statement analyses the application site and the surrounding area, sets the relevant planning history and planning policy for the application site and explains why the proposal is acceptable having regard to key planning policy and technical considerations. It also incorporates the requirements of a design and access statement, which provides an explanation of the design context and evolution and the proposed access arrangements.
- 1.3 In addition to this Planning, Design and Access Statement, this application is also accompanied by the following supporting documentation:
- Application forms and Certificate A
 - Application fee
 - Location and Block Plans
 - Topographical Survey
 - Existing Swan Inn Floor Plans
 - Existing Swan Inn Elevations
 - Proposed Site Layout
 - Proposed Elevations
 - Proposed Floor and Roof Plans
 - Proposed Street Scene
 - Transport Statement
 - Swept Path Analysis
 - Arboricultural Implications Assessment & Method Statement
 - Biodiversity Checklist
 - CIL Liability Form

2.0 THE APPLICATION SITE & SURROUNDINGS

- 2.1 This application relates to development at the Swan Inn which is located centrally within the urban edge of the Borough of Havant. Havant is made up of 5 distinct areas and the site falls within the area of Havant and Bedhampton, within the ward of Barncroft. The site is located to the north of the M27 which provides links east and west towards the cities of Portsmouth and Chichester and east of the A3(m) which provides links south to London.

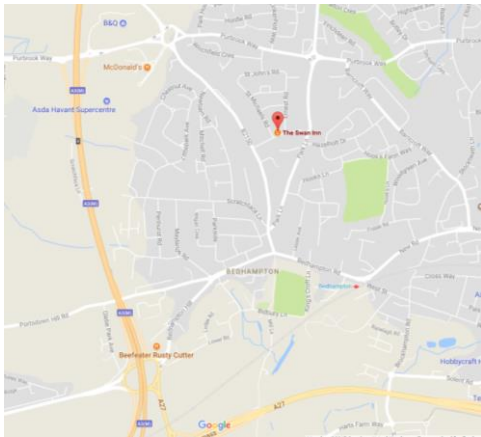


Image 1: Site Context



Image 2: Site Location

- 2.2 According to the Environment Agency, the application site is at very low risk (less than 0.1%) of flooding.
- 2.3 As the below images illustrate, The Swan Inn is located on Jessie Road which is a linear residential street made up of semi-detached and terraced two storey dwellings. Plot sizes within the street are generous with properties being set back from the road by driveways and garden areas and to the rear are long gardens. End of terrace properties tend to also benefit from side gardens, several of which within the locality have been developed to provide infill dwellings.



Image 3: Existing properties to the East



Image 4: Existing properties to the East



Image 5: Existing properties to the West



Image 6: Existing properties to the West



Image 7: Existing properties opposite



Image 8: Existing properties in Ernest Road



Image 9: Existing properties in St Michaels Road

2.4 The Swan Inn is a traditional local community pub that provides a bar, games area, restaurant and caters for events. It is located on the northern side of Jessie Road and is not listed or within a conservation area but is a prominent feature within the street scene. This is due to its siting on a very large plot of 0.24 hectares. The property has an open frontage with only sections of low level wall or grass verge separating it from the road. The Swan Inn is set back on the plot away from the road by a generous area of hardstanding and has large car parking areas either side capable of accommodating 24 cars in total. The car parks are accessed via a dropped kerb on the corner of Jessie Road/St Michaels Road and Jessie Road/Ernest Road. To the rear are two large garden areas enclosed by 1.8m brick walls/close boarded fence, one of which is used as a beer garden and contains several semi-mature trees.

2.5 The property is two storeys in scale, is of brick construction with a hipped roof with catslides either end containing small dormer windows. To the front is a projecting bay window and the building is flanked either side by various forms of single storey extensions.



Image 10: Front of site



Image 11: Looking West along Jessie Road



Image 12: Looking East along Jessie Road

3.0 PLANNING HISTORY

3.1 A search of planning applications on the Havant Borough Council website has revealed the following planning applications which although not relevant to the application site, they do relate to consents for new dwellings within the same road:

- i. 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
Ref. No: 04/54797/004 | Received: Fri 1 Oct 2004 | Validated: Fri 1 Oct 2004 | Status: Grant Permission
- ii. Construction of 1No. 2 bed detached dwelling | 1 Jessie Road, Havant PO3 3TH
Ref. No: APP/16/00278 | Received: Mon 14 Mar 2016 | Validated: Mon 14 Mar 2016 | Status: Approved Mon 9 May 2016

4.0 THE APPLICATION PROPOSALS

- 4.1 Detailed planning permission is sought for reconfiguration of the existing Swan Inn PH access, car park and associated garden to allow construction of three terraced two storey dwellings (Use Class C3) on land to the east currently used as patron car park and beer garden. Much of the existing car parking and garden areas on the site are surplus to the requirements of the Swan Inn PH and so it is proposed to make better use of site through the reconfiguration of the car park, garden and construction of the proposed dwellings.
- 4.2 The proposal includes the retention of the public house, the pub garden immediately to the rear and a reconfigured, extended, and landscaped 24 space car park (including 2 no disabled spaces) to the west and south which will be accessed via a revised entrance from Jesse Road.
- 4.3 The proposed three new two storey, two bed, 79sqm dwellings will be set back from the road in line with the retained Swan Inn PH continuing the linear built form with two properties fronting onto and having frontage car parking accessed off Jessie Road. The third property is dual aspect with its access and parking off Ernest Road. Each property will be served by a private and enclosed rear garden.
- 4.4 New planting, including new trees are proposed along the Jessie Road, Ernest Road, and St Michaels Road frontages.
- 4.5 Cycle and refuse storage will be provided within the curtilage of each proposed new dwelling. Refuse and cycle storage for the Swan Inn PH will remain unchanged as a result of this proposal.
- 4.6 The high-quality development coupled with new frontage landscaping, particularly on the Jessie Road/Ernest Road junction will soften the appearance of the site significantly enhancing the street scene and setting for the retained PH.

5.0 PLANNING POLICY CONTEXT

- 5.1 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 Development Plan unless material considerations indicate otherwise.
- 5.2 The site lies within the jurisdiction of Havant Borough Council where the development plan consists of the Havant Borough Local Plan (Core Strategy) March 2011 and Havant Borough Local Plan (Allocations) July 2014
- 5.3 The application has also had regard to any relevant Supplementary Planning Documents. In addition, the National Planning Policy Framework (NPPF) forms a material consideration in the determination of the application.

National Planning Policy Framework

- 5.4 The National Planning Policy Framework (NPPF) was published in March 2012 and establishes a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. F
- 5.5 Paragraph 7 confirms that there are three dimensions to sustainable development – economic (building a strong, competitive economy); social (providing the supply of housing required to meet needs and creating a high quality built environment); and environmental (protecting and enhancing the natural, built and historic environment). Paragraph 8 confirms that these roles should not be taken in isolation and are mutually dependent. Therefore, to achieve sustainable development economic, social and environmental gains should be sought jointly and simultaneously through the planning system.
- 5.6 It is a requirement that Local Planning Authorities positively seek opportunities to meet the development needs of their area (Paragraph 14). Paragraph 14 also states that development proposals that accord with the development plan should be approved without delay and where the development plan is absent, silent or relevant policies are out-of-date, planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole or specific policies of the NPPF indicate that development should be restricted.
- 5.7 Underpinning plan-making and decision-taking, the NPPF sets out 12 core planning principles at Paragraph 17. Of note, these principles consider that planning should:

- Not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve places in which people live their lives;
- Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;
- Always seek to secure high quality design and a good standard of amenity for all existing and future occupants;
- Take account of the different roles and character of different areas;
- Encourage the effective use of land by reusing land that has been previously developed (brownfield land) provided that it is not of high environmental value;
- Promote mixed use developments and encourage multiple benefits from the use of land in urban and rural areas;
- Take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

- 5.8 Section 1 relates to building a strong, competitive economy including supporting sustainable economic growth and proactively meeting the development needs of business. Section 2 refers to a sequential test for main town centre uses to be located in town centre and then edge of centre locations, with preference given to accessible sites that are well connected to the town centre.
- 5.9 Section 6 on housing sets out that the Government is committed to increase the overall level of supply and mix of housing in order to meet local needs. Paragraph 49 confirms that housing applications should be considered in the context of the presumption in favour of sustainable development. The first bullet point at paragraph 50 states that to deliver a wide choice of quality homes and create sustainable, inclusive communities, local planning authorities should *"plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community."*
- 5.10 Design is covered in Section 7, where the Government attaches great importance to the design of the built environment. This policy highlights that good design is a key aspect of sustainable development, that should be indivisible from good planning, which in turn should contribute positively to making places better for people.
- 5.11 Paragraph 60 stresses that decisions should not attempt to impose architectural styles or particular tastes and should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles, but that it is proper to seek to promote or reinforce local distinctiveness. Paragraph 61 goes further in identifying that securing high quality inclusive

design goes beyond aesthetic considerations, and as such decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.

- 5.12 Section 8 relates to promoting healthy communities and states that planning decisions should plan positively for the provision and use of shared space, community facilities (including public houses) and other local services to enhance the sustainability of communities and residential environments. Paragraph 70 also encourages an integrated approach to considering the location of housing, economic uses and community facilities and services.
- 5.13 In relation to decision making, paragraph 186 confirms that local planning authorities should approach decision-taking in a positive way to foster the delivery of sustainable development and paragraph 187 states that local planning authorities should look for solutions rather than problems. Local planning authorities should work proactively with applicants to secure development that improves the economic, social and environmental conditions of the area.
- 5.14 Paragraph 196 confirms that the planning system is plan-led. Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise.
- 5.15 Paragraph 197 states that the NPPF is a material consideration in planning decisions and that in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development.

Planning Practice Guidance

- 5.16 Planning Practice Guidance (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 taken into account 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."

- 5.17 The Guidance advises that the statutory development plan is "the plan for the future development of an area". It consists of:

Local plans: 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 local planning authority.

5.18 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".

5.19 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.

5.20 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 NPPF.'

5.21 Mirroring the NPPF (paragraph 14), the PPG advises that where a development plan is absent, silent or relevant policies are out of date, applications should be determined in accordance with the presumption in favour of sustainable development.

5.22 In relation to affordable housing, a change to the Guidance on 16 November 2016 confirms that affordable housing provision is not required on sites of 10 or less dwellings.

Havant Borough Local Plan

- 5.23 The Development Plan for Havant Borough Council consists of the following documents:
- Havant Borough Local Plan (Core Strategy) March 2011
 - Havant Borough Local Plan (Allocations) July 2014
- 5.24 Although the Core Strategy identifies the Borough's housing requirement to 2026 it is acknowledged to pre-date the publication of the NPPF (March 2012) and as such weight can only be afforded proportionate to the policy's consistency with the NPPF. The Council is therefore preparing a new Havant Borough Local Plan 2036, the first step of which is the production of the Local Plan Housing Statement December 2016.

Havant Borough Local Plan (Core Strategy) March 2011

- 5.25 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.
- 5.26 The Core Strategy identifies this site as being within the built-up boundary of Havant and Bedhampton and within an area identified for regeneration. Of particular relevance to this proposal are the following policies:
- 5.27 **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.

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

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.

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

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

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

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.

Policy CS19 (Effective Provision of Infrastructure) directs that development will be permitted where it social infrastructure is safeguarded

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

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

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.

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

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

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) July 2014

5.28 The Havant Borough Local Plan (Allocations) follows 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;

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.

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

- 5.29 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.
- 5.30 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.
- 5.31 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.
- 5.32 Though the Housing Statement does not have the same status as a Local Plan in decision-making, 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
- 5.33 At this stage, there are no policies relevant to this proposal however it does give an allowance of 1191 windfall dwellings up to 2036.
- 5.34 In addition to the above, Havant Borough Council has adopted the following relevant supplementary guidance:

Havant Borough Design Guide Supplementary Planning Document (December 2011)

- 5.35 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 (Updated October 2016)

- 5.36 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.
- 5.37 For residential development, the current rate is £80 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 (July 2016)

- 3.38 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.
- 5.39 The SPD has adopted minimum car and cycle parking standards for dwellings (Use Class C3) as set out in the table below:

	Car Parking	Cycle Parking
1 bedroom	1 space per dwelling (0.9 if unallocated communal)	1 space per unit
2 and 3 bedrooms	2 spaces per dwelling (1.3 if unallocated communal)	2 spaces per unit
3 bedrooms	2 spaces per dwelling (1.9 if unallocated communal)	2 spaces per unit
4 or more bedrooms	3 spaces per dwelling (2.4 if unallocated communal)	2 spaces per unit

Notes:	With the exception of small residential developments an additional 20% of unallocated parking for visitors should be accommodated. .	
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- 5.40 The SPD also set 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.

Leisure facilities and places of public assembly

Land Use	Car parking standard	Cycle standard (minimum)	
	Minimum parking standard	Long stay	Short stay
Eating and drinking establishments	1 space per 5sqm dining area/bar area/dance floor (note 1)	1 space per 6 staff or 1 space per 40sqm.GEA (note 2)	1 stand per 20sqm GEA
Notes	1. Where these serve HCVs, e.g. transport cafes, some provision will be needed for HCV parking 2. Whichever is the greater provision of these standards.		

- 3.41 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.

6.0 KEY DEVELOPMENT CONSIDERATIONS

- 6.1 This section of the Planning, Design, and Access Statement explains why the proposed development is appropriate having regard to the planning policy context set out in Section 5.0 above and the technical considerations that are relevant to the proposals.

Principle of Development

- 6.2 The proposal relates to the reconfiguration of the existing Swan Inn access, car park and associated garden to allow construction of three terraced two storey dwellings (Use Class C3) on land to the east currently used as a patron car park and beer garden.
- 6.3 The Core Strategy identifies this site as being within the built-up boundary of Havant and Bedhampton and within an area identified for regeneration. 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.
- 6.4 The proposed development will provide 3 additional dwellings within the urban area and makes effective use of existing brownfield land that is surplus to business requirements. The proposed development is considered to represent effective regeneration to the area, and as set out within the design section of this report will result in attractive housing that will not only sit well within but also enhance the street scene. As such the proposals are considered to comply with policy objectives.
- 6.5 Section 1 of the NPPF relates to building a strong, competitive economy including supporting sustainable economic growth and proactively meeting the development needs of business. 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. 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. 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.
- 6.6 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. The Transport Statement submitted with the application, which is summarised in the

Highways, Access and Parking section below, confirms that the proposed car park arrangement is sufficient to accommodate the parking requirements of the patrons of the public house (as well as the proposed dwellings) such that there will be no adverse impact on its operation. As such this proposal is not considered to conflict with NPPF or Core Strategy objectives.

Sustainability

- 6.7
- The golden thread running through the NPPF is the presumption in favour of sustainable development. The Core Strategy identifies this site as being within the built-up boundary of Havant and Bedhampton and within an area identified for regeneration. 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 to be sustainably located.
- 6.8
- The proposed development meets all three dimensions of sustainable development as set out at Paragraphs 7 and 8 of the NPPF as follows:
- Economic - The proposed development will retain the existing public house use on the application site and the associated jobs and contribution to the local economy that it provides. The proposed three dwellings will also help to provide construction jobs, as well as providing additional custom for the existing services and facilities in the local area;
 - Social - The proposed development will ensure that the application site continues to provide a community facility (public house) for the local residents as well as helping to meet the local housing need; and
 - Environmental - The supporting technical documentation submitted as part of the application and information provided within this statement and in support of this application confirms that the proposed development will not have any significant adverse environmental impacts.
- 6.9
- Policy CS14 requires all new development to meet a minimum of Level 3 Code for Sustainable Homes. These requirements are the minimum required to meet Building Regulation requirements and all dwellings will achieve this.

Residential Amenity

- 6.10
- The Nationally Described Space Standards advise that the following minimum floorspace requirements apply for new residential development:

No of beds	No of bed spaces	2 storey Dwelling	Built in storage
2bed	3p	70sqm	2sqm

	4p	79sqm	
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In addition, the Nationally Described Minimum Floorspaces for single and double bedrooms are 7.5sqm and 11.5 sqm respectively.

- 6.11 The floorspace for the proposed units meet standards measuring 79sqm each with bedrooms also meeting size requirements.
- 6.12 The proposed layout has been carefully designed having regard to the amenity of the adjoining dwellings as well as future occupants. Each property is served by windows that ensure that all habitable rooms within the proposed dwellings benefit from good access to light and outlook. Furthermore, the inter-relationship between the proposed and existing dwellings ensures that adequate levels of privacy are provided. Parking areas are located away from dwellings, separated by landscaped areas to avoid conflicts and gardens are of an appropriate size that they are both usable and functional. 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.

Noise

- 6.13 The proposed dwellings are located within an existing residential area with residential housing surrounding The Swan PH. 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.

Air Quality

- 6.14 The application site is not located within an Air Quality Management Area and therefore Air Quality is not considered to be a consideration for this application.

Flood Risk

- 6.15 According to the Environment Agency, the application site is at very low risk (less than 0.1%) of flooding and therefore a Flood Risk Assessment is not required to support this application.

Trees

- 6.16 This application is supported by an Arboricultural Implications Assessment & Method Statement (EcoUrban Report Ref 17970- AIA dated 3rd November 2017). This details that the site has a total of nine trees. No trees on the site are subject to Tree Preservation Orders and it is proposed to remove five to make way for the development. Within the beer garden are several Cherry Plumb and Elder trees which provide screening to adjacent properties and are therefore proposals show their retention. The submitted Arboricultural Implications Assessment & Method Statement provides a methodology for safeguarding these trees.
- 6.17 To compensate for the loss of trees on the site and to create a more attractive frontage along Jessie Road, new trees are proposed on the frontage of the dwellings. The trees are set within attractive landscaped garden areas and are enhanced by additional landscaping along the full length of the retained and reconfigured pub car park. This helps soften the site boundary and is considered to be a great enhancement to the street scene within this regeneration area.

Ecology

- 6.18 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.
- 6.19 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. There are no SSSIs within 500m of the site. The closest SSSI is located 1.9km south of the site.
- 6.20 The site also falls within 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. There are numerous other SINC's within 0.5 miles.
- 6.21 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.
- 6.22 It is also accepted that, falling within the 5.6km buffer of the Solent Maritime SAC impacts will need to be mitigated as set out within the Community Infrastructure Levy (CIL) and Planning Obligations section below.

Community Infrastructure Levy (CIL) and Planning Obligations

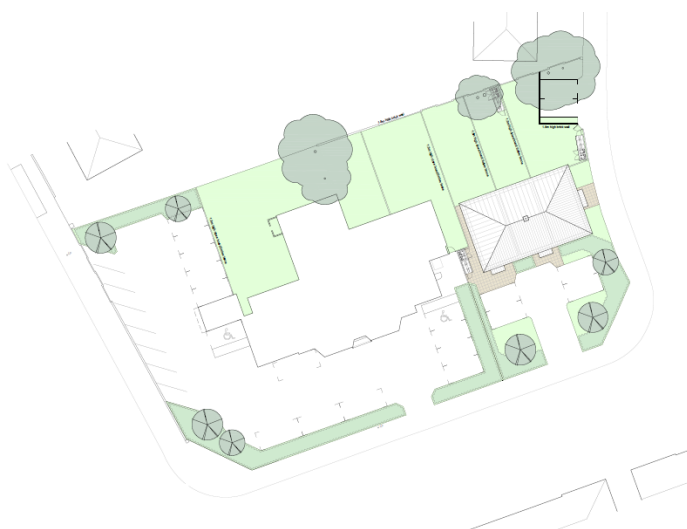
- 6.23 Havant Borough Council adopted a CIL Charging Schedule in February 2013. This details that in this part of the Borough for residential use classes a charge of £80 per m² net increase in C3 floor space will be charged for development.
- 6.24 In accordance with Policy CS21 and the Havant Borough Council Contribution Guide the proposed development is CIL chargeable and as such the required CIL Additional Information Requirement Form and CIL Form 1: Assumption of Liability forms part of this application submission.
- 6.25 In addition to CIL liability, the application site is identified as being within the 5.6km of the Solent Maritime SAC. The Solent coastline provides feeding grounds for internationally protected populations of overwintering waders and wildfowl, and is also extensively used for recreation. In response to concerns over the impact of recreational pressure on birds the Solent Disturbance and Mitigation Project (SDMP) was initiated. Working with Natural England a mitigation plan was formulated and all development falling within 5.6km of an SPA are required to contribute towards the implementation of the measures set out within the mitigation plan. The contribution sought, as of April 2017, for each new dwelling is £181 to be secured by way of an up-front payment of S106 planning obligation.

Summary

- 6.26 For the reasons set out above, the application proposals accord with the relevant policies of the Development Plan and the National Planning Policy Framework and will have no adverse impacts on the character and amenity of the surrounding area. The application should, therefore, be approved in accordance with the relevant provisions of the NPPF and its presumption in favour of sustainable development.

7.0 DESIGN

- 7.1 As set out within Chapter 2, the site is located within the built-up area of Havant and Bedhampton. The existing plot comprises a traditional public house with associated car parking and beer garden areas. The pub occupies a central position within the site which is bounded on three sides by Jessie Road, St Michael's Road and Ernest Road. Residential gardens abut the northern boundary. The site frontage is dominated by an extensive area of open car park behind which are beer garden areas stretching the length of the rear boundary. There are several mature trees within the north-eastern part of the site.
- 7.2 The site frontage, being open and tarmac surfaced, fails to contribute positively to the local streetscape and public realm.
- 7.3 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. The proposed residential uses would be separated from the public house site and would include independent vehicular access via Jessie Road and Ernest Road.
- 7.4 The proposed two bed, terraced dwellings (79sqm GIA each) which are designed to Lifetime Homes standards, would be set back from the Jessie Road frontage enabling the introduction of high quality perimeter landscaping and tree planting, which would reinforce and enhance the streetscape. The proposals will include the removal of a group of low grade trees which are located centrally within the site. The application proposes their replacement with native species, trees which will mitigate the loss and be of greater benefit to the streetscape.



7.5 Other than the Public House itself, the locality has a predominantly residential character with the majority of properties being two storey dwellings of simple, traditional design. In order to blend with the prevalent style of building design and reinforce local distinctiveness, the proposed dwellings would be constructed to reflect the general characteristics of surrounding development. This would include simple plan form and detailing reflecting the local vernacular design. Concrete tile roofing, red facing brickwork and upper storey tile hanging are proposed along with white upvc windows providing a simple and attractive appearance in keeping with the character of the locality.

7.6 Although the proposed terrace would orientate towards Jessie Road, the easternmost dwelling has dual aspect in order to positively address the corner location.



7.7 It is proposed to stop up and relocate the existing vehicular accesses on the corner of Jessie Road and Ernest Road. 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. The proposed set back of car parking spaces from Jessie Road would provide the opportunity for enhanced frontage landscaping.

7.8 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. 1.8m high close boarded timber fencing is proposed between rear gardens; the latter including cycle and refuse stores. Proposed rear garden depths are in the region of 13.5m and range in area from 65sqm to 107sqm.

7.9 Frontage boundary treatments would include planting and painted railings above brick plinth.

7.10 Enhancements to the Public House would include the relocation of the vehicular access to a safer central location, thus providing the opportunity to improve the quality of soft landscaping to the corner location. The existing general car parking arrangement would be reconfigured to maximise the number of spaces whilst improving safety and on-site manoeuvring. The rear beer garden area

would be reconfigured with a landlord's private amenity area located centrally to the rear, alongside proposed existing and proposed residential gardens.

- 7.11 As such the proposed development is considered to accord with the requirements of Policies CS9, CS16, DM8 and the Havant Borough Design Guide SPD.

8.0 HIGHWAYS, ACCESS & PARKING

Highways and Access

- 8.1 This application is supported by a Transport Assessment produced by Transport Planning Associates (Document Ref 1710-46/TS/01 dated October 2017) which fully considers the Highway, Access, and Parking requirements. This concludes that the proposed retention of the public house and the residential development will not have a discernible impact on the local highway network. As such it is considered that there are no transport and highways reasons for refusing the planning application.
- 8.2 Access to the PH will be via a relocated dropped kerb off Jessie Road.
- 8.3 Each proposed dwelling will be accessed via a private driveway with plots 1 and 2 sharing an access from Jessie Road and plot 3 having a dedicated access and parking area off Ernest Road.
- 8.4 The nearest bus stops are within 200m of the site. These stops are served by Stagecoach bus route 21 which runs every 15 minutes. 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, Fratton and Littlehampton. The site is therefore considered highly sustainable in terms of access via methods other than the private motor car.
- 8.5 The site is located within a sustainable area and is well served by a range of local services and facilities, which include the following:
- Barncroft Primary School (0.2 miles)
 - St Thomas Catholic School (0.5 miles)
 - Park Community School (0.7 miles)
 - Havant Leisure Centre (1.5miles)
 - Asda (0.8 miles)
 - Co-Op Local (0.4 miles)
 - Park Lane Medical Centre (0.2 miles)
 - Park Lane Dentist (0.2 miles)
 - Golden Lion PH (0.4 miles)
- 8.6 As the proposed development is likely to attract families, the proximity to local schools and facilities will help reduce reliance on the private car.

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- 8.7 Refuse storage and collection for the Swan Inn will remain unchanged as a result of this proposal. Refuse storage for the proposed units will be provided within each curtilage with refuse vehicles using the existing highway to access each dwelling.

Car Parking and Cycle Provision

- 8.8 Policy DM13 requires development to provide car parking and cycle storage in accordance with the Residential Car Parking and Cycle Provision Supplementary Planning Document. This sets out that each 2-bed property must be provided with a minimum of 2 allocated car parking spaces and 2 cycle spaces. Each proposed property is served by 2 spaces, plot 1 and 2 on the frontage and plots 3 served by a parking area to the rear of the garden accessed off Ernest Road. There is sufficient space within the curtilage of each dwelling for cycle parking to be provided. The proposed dwellings are therefore considered to meet policy requirements.
- 8.9 The public house will retain the car park to the south and west of the site which will be extended to accommodate 24 parking spaces (including 2 no disabled spaces), only two spaces less than is provided on site at present. It is considered that this minor reduction still results in a car park that more than adequately meets the parking needs of the retained public house. Cycle provision is unaffected by the proposed development.

9.0 SUMMARY AND CONCLUSION

- 9.1 This Planning, Design and Access Statement has been prepared by WYG on behalf of the applicant, Punch Partnerships (PML) Limited, in support of the proposed development at The Swan Inn, Jessie Road, Havant, PO9 3TH. The application proposes reconfiguration of the existing Swan Inn PH access, car park and associated garden to allow construction of three terraced two storey dwellings (Use Class C3) on land to the east currently used as patron car park and beer garden.
- 9.2 This Statement confirms that the proposed development accords with the relevant planning policy framework and is acceptable having regard to the relevant technical considerations associated with the application site.
- 9.3 Overall, it is concluded that the proposals represent a sustainable development having regard to the provisions of the National Planning Policy Framework and the Development Plan.
- 9.4 This Statement demonstrates that the proposals have been carefully designed having regard to the character and appearance of the surrounding area and to ensure that the amenity of existing and proposed residents will be acceptable. The supporting documentation submitted with the application confirms that the proposals are appropriate having regard to the relevant technical considerations.
- 9.5 For the reasons set out in this Statement, the proposals are appropriate for the application site. It is therefore considered that the application should be supported and that planning permission should be granted.