
The Curlew, Petersfield Road, Havant

Outline planning application for the demolition of existing building
and erection of a three-storey block of thirty-one flats, together with
associated car and cycle parking

PLANNING, DESIGN AND ACCESS STATEMENT

March 2017

Version: 1

1 Introduction

- 1.1. This Statement has been prepared on behalf of Fortitudo in support of an outline planning application for the '*demolition of existing building and erection of a three-storey block of thirty-one flats, together with associated car and cycle parking*' at the Curlew, Petersfield Road, Havant. All matters, other than landscaping, are to be considered in full.
- 1.2. This Statement has been prepared in line with the requirements of Article 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2015.
- 1.3. The outline planning application comprises:
- Completed planning application form and ownership certificates
 - This Planning Design and Access Statement
 - Site location, block and proposed site layout plan at scale of 1:1250/1:500/1:250@ A1 (ref: FB5728/100)
 - Proposed floor plans and roof plan at a scale of 1:100 @ A1 (ref: FB5728/101-102)
 - Proposed elevation drawings at a scale of 1:100 @ A1 (ref: FB5728/103)
 - Proposed SUDs plan at a scale of 1:250 @ A1 (ref: FB5728/104)
 - Existing floor plans at a scale of 1:100 @ A1 (ref: FB5728/105)
 - Proposed street scene at a scale of 1:100, cycle store and bin store floor plans and elevation drawings at scale of 1:100 @ A1 (ref: FB5728/106)
 - Affordable Housing Statement.
 - S106 heads of terms (see section 7 of this statement)
 - Completed CIL assumption of liability form
- 1.4. The outline planning application is also accompanied by:
- An arboricultural survey and method statement prepared by Tree Call.
 - A transport statement prepared by Paul Basham Associates.
 - A phase 1 ecological survey and Biodiversity Checklist prepared by Phils Bats.

- 1.5 A marketing and viability assessment has also been prepared by Savills but owing to the commercially sensitive nature of the content, this will be submitted on a confidential basis under separate cover.

2 The application site and surrounds

- 2.1. The application site measures c.0.35ha and benefits from established access to both Petersfield Road (B2149) and Leigh Road. A part two-storey building, with a footprint of around 429.7sqm (inclusive of lean too shelters) and a gross internal floors area of 529sqm, is situated at the heart of the site. Expansive car parking and hardstanding lie to the northeast, with an enclosed garden to the south west.
- 2.2. The northern boundary of the site is delineated by mix of close board fencing and open frontage onto Petersfield Road. The eastern boundary is delineated by railings and a hedgerow beyond which lies a modern two-storey building, known as the Parkway Centre, which is occupied by the Southern Health NHS Foundation Trust. The southern boundary is delineated by a close boarded fence, supported in part by brick piers, beyond which lie the rear gardens of the residential properties fronting Havant Farm Close and Leigh Road. The eastern boundary appears to be delineated by a hedgerow, beyond which lies a section of car park associated with Havant Health Centre (accessed via Civic Centre Road). The character of the immediate area is dominated by Petersfield Road – a dual carriageway (B2149) with a generous reservation strip. The application site is one of the few properties that fronts, and is directly accessed from, Petersfield Road.
- 2.3. The character of the immediate area is mixed, with the dual carriageway and associated highway verge a dominant feature. The application site also forms part of a marked transition between the form and scale of the institutional buildings fronting the southern carriageway (part of a cluster of health and municipal establishments) and the domestic

scale of the residential properties along Leigh Road. A vacant site, allocated for future health related development also lies to the east of Leigh Road.

- 2.4. Photos of the site and surrounding area form appendix [A] of this statement.

3 Relevant planning history

- 3.1. The existing building is occupied by a public house, an A4 Drinking Establishment as defined by the Use Classes Order 1987. Advertisement consent has been granted for a variety of signs. Part of the site is used as a hand car wash.
- 3.2. Planning permission for change of use from a public house to an A1 retail store is automatically granted under Schedule 2, Part 3, Class A(2) of the General Permitted Development Order, 2015 (as amended) subject to certain conditions. In response to an enquiry by Fortitudo Limited, the Borough Council confirmed that the Curlew Public House is not an Asset of Community Value, nor had it been nominated as such, on 25th January 2017. Having provided sufficient details Fortitudo Limited, has 12 months to implement the change of use. This presents a valid fall-back position.

4 The proposed development

- 4.1. Fortitudo in support of an outline planning application for the '*demolition of existing building and erection of a three-storey block of thirty-one flats, together with associated car and cycle parking*'. All matters, other than landscaping, are to be considered in full.
- 4.2. The proposed development will deliver:
- 25 x two bedroom flats;
 - 6 x one bedroom flat;
 - 39 x car parking spaces;

- 32 x secure cycle spaces; and
- over 770sqm of high quality communal amenity space.

4.3. The design of the proposed development has been informed by an appraisal of site opportunities and constraints, Development Plan policies and viability considerations.

5 Planning policy context

National Planning Policy

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 development¹.

5.2. There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;

a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being; and,

an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.²

¹ National Planning Policy Framework, Paragraph 6

² National Planning Policy Framework, Paragraph 7

- 5.3. At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.
- 5.4. For decision making this means:
- *approving development proposals that accord with the development plan without delay; and*
 - *where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless:*
 - *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; or*
 - *specific policies in the Framework indicate development should be restricted.*³
- 5.5. Paragraph 47 of the NPPF confirms the government's aim of seeking to significantly boost the supply of housing.
- 5.6. The following Core Planning Principles⁴ set out in the NPPF are relevant:
- *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 of land and buildings;*
 - *take account of the different roles and character of different areas, promoting the vitality of our main urban 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;*

³ National Planning Policy Framework, Paragraph 14

⁴ Paragraph 17 of the NPPF, 2012

- *actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.*

5.7. The NPPF emphasises that the Government attaches great importance to the design of the built environment. Paragraph 58 stating:

Local and neighbourhood plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. Such policies should be based on stated objectives for the future of the area and an understanding and evaluation of its defining characteristics.

Planning policies and decisions should aim to ensure that developments:

- *will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;*
- *establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;*
- *optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;*
- *respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;*
- *create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and*
- *are visually attractive as a result of good architecture and appropriate landscaping.*

5.8. Paragraph 65 goes on to state that: *'Local planning authorities should not refuse planning permission for buildings or infrastructure which promote high levels of sustainability because of concerns about incompatibility with an existing townscape, if those concerns have been mitigated by good design (unless the concern relates to a designated heritage*

asset and the impact would cause material harm to the asset or its setting which is not outweighed by the proposal's economic, social and environmental benefits)'.

The Development Plan

- 5.9. 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 Core Strategy adopted 2011.
 - Havant Allocations DPD adopted 2014.
- 5.10. The Core Strategy was adopted prior to the NPPF; Accordingly, *'due weight should be given to relevant policies in existing plans according to their degree of consistency with this framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).'*⁵
- 5.11. The Core Strategy sets out a vision and six spatial objectives, under the themes: Health and wellbeing, promoting Havant Borough's economy, regeneration and community support, community safety, housing and infrastructure, caring for our Borough.
- 5.12. The Core Strategy seeks to deliver 6,300 dwellings between 2006 and 2026. Policies CS6, CS9 and CS17 express support for new development within the existing area. Policy CS17 stating:

DEVELOPMENT WILL BE PERMITTED THAT MAKES THE MOST EFFECTIVE USE OF LAND IN THE BOROUGH BY GRANTING PLANNING PERMISSION THAT:

⁵ National Planning Policy Framework, Paragraph 215

1. CONCENTRATES NEW HOUSING, EMPLOYMENT, RETAIL, LEISURE AND OTHER DEVELOPMENT WITHIN THE FIVE URBAN AREAS OF HAVANT, LEIGH PARK, WATERLOOVILLE, EMSWORTH AND HAYLING ISLAND, AS SHOWN ON THE PROPOSALS MAP.

2. PRIORITISES DEVELOPMENT ON PREVIOUSLY DEVELOPED LAND, INCLUDING REDUNDANT, DERELICT OR UNDERUSED LAND AND BUILDINGS WITHIN THE URBAN AREA.

...'

- 5.13. Public houses can be considered a community facility. Policy DM2 titled 'Community Facilities' states:

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:

1. 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.

2. 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.

- 5.14. Policy CS16, titled 'High Quality Design' establishes key design principles, stating:

PLANNING PERMISSION WILL BE GRANTED FOR DEVELOPMENT THAT IS DESIGNED TO A HIGH STANDARD, WHICH HELPS TO CREATE PLACES WHERE PEOPLE WANT TO LIVE, WORK AND RELAX. ALL DEVELOPMENT SHOULD DEMONSTRATE THAT ITS DESIGN:

1. RESPONDS TO, DRAWS INSPIRATION FROM AND RESPECTS LOCAL CONTEXT AND:

A) IDENTIFIES AND RESPONDS POSITIVELY TO EXISTING FEATURES OF NATURAL, HISTORIC OR LOCAL CHARACTER WITHIN OR CLOSE TO THE PROPOSED DEVELOPMENT SITE;

B) INTEGRATES WITH EXISTING LOCAL LANDSCAPE FEATURES, PROMOTES WILDLIFE AND BIODIVERSITY AND/OR APPLIES CHARACTERISTICS OF THE LOCAL AREA INTO THE DESIGN OF A SCHEME WHEREVER POSSIBLE TO CREATE VARIETY AND INTEREST;

C) USES THE CHARACTERISTICS OF THE LOCALITY TO HELP INFORM THE DESIGN OF THE NEW DEVELOPMENT INCLUDING HEIGHTS, MASSING, EXISTING BUILDINGS LINES, PLOT WIDTHS AND DEPTHS, MATERIALS AND PROPORTIONS OF WINDOWS AND DOORS;

D) IS WELL CONNECTED TO AND INTEGRATES WITH THE IMMEDIATE LOCAL AREA AND THE WIDER AREA BY LINKING TO EXISTING PEDESTRIAN AND CYCLE ROUTES AND ENCOURAGING PEOPLE TO USE PUBLIC TRANSPORT WHERE POSSIBLE; AND

E) THE DEVELOPMENT DOES NOT CAUSE UNACCEPTABLE HARM TO THE AMENITY OF NEIGHBOURS THROUGH SMELL, THE LOSS OF PRIVACY, OUTLOOK, NOISE AND OVERLOOKING.

2. PRODUCES A POSITIVE RELATIONSHIP BETWEEN BUILDINGS, STREET AND SPACES BOTH EXISTING AND PROPOSED, WHERE:

A) THE LAYOUT OF THE DEVELOPMENT REDUCES OPPORTUNITIES FOR CRIME AND ANTISOCIAL BEHAVIOUR; CONTRIBUTES TO IMPROVING COMMUNITY SAFETY; AND MAKES PROVISION FOR THE MANAGEMENT AND MAINTENANCE OF THE DEVELOPMENT;

B) NEW STREETS ARE NOT DOMINATED BY VEHICULAR TRAFFIC;

C) THE LAYOUT OF THE DEVELOPMENT IS LEGIBLE, MEANING IT IS EASY TO ORIENTATE ONESELF AND MOVE THROUGH.

3. CONTRIBUTES TO THE IMPROVEMENT OF THE PUBLIC REALM CLOSE TO THE DEVELOPMENT, PARTICULARLY SITES CLOSE TO TOWN, DISTRICT AND LOCAL CENTRES AND OTHER PRIORITY REGENERATION AREAS BY USING HIGH QUALITY HARD AND SOFT LANDSCAPE MATERIAL AND STREET FURNITURE; AND WHERE DEVELOPMENT IS OF A SIGNIFICANT SCALE OR PROMINENCE MAKES PROVISION FOR PUBLIC ART.

4. IS INCLUSIVE BY CONSIDERING THE NEEDS OF THOSE WITH DISABILITIES, ENSURING SAFE AND CONVENIENT ACCESS FOR ALL; AND INTEGRATING AFFORDABLE AND SUPPORTED HOUSING WITH MARKET HOUSING THROUGH TENURE BLIND DESIGN TO MINIMISE SOCIAL EXCLUSION AND PROMOTE SOCIAL INTEGRATION.

5. MAXIMISES OPPORTUNITIES FOR MIXED USE DEVELOPMENTS, PARTICULARLY IN TOWN AND DISTRICT CENTRES; AND ENCOURAGE HIGHER DENSITIES (50+ DWELLINGS PER HECTARE) WHERE APPROPRIATE.

6. MITIGATES NEGATIVE ENVIRONMENTAL IMPACTS THROUGH SUSTAINABLE DESIGN AND CONSTRUCTION METHODS, RESOURCE EFFICIENCIES, PARTICULARLY WATER AND THE PROVISION OF FACILITIES FOR WASTE RECYCLING.

7. ADAPTS TO THE CHANGING NEEDS OF THE USERS AND THE CHANGING CLIMATE OVER THE LIFESPAN OF THE BUILDING.

Material considerations

5.15. A number of material considerations are relevant including:

- The Housing White Paper.
- The review of the local plan.

- Five-year housing land supply.
- The fall-back position.
- Supplementary Planning Documents.

5.16. The Housing White Paper titled 'Fixing our broken housing market' was published on 8th February 2017. Paragraph 1.25 reaffirms the government's commitment to the re-use of brownfield sites, pledging to: *'amend the National Planning Policy Framework to indicate that great weight should be attached to the value of using suitable brownfield land within settlements for homes'*.

5.17. The White Paper goes on to encourage the *'... efficient use of land and avoid building homes at low densities where there is a shortage of land for meeting identified housing requirements'*. In particular, it acknowledges that there is *'scope for higher-density housing in urban locations that are well served by public transport ensure that the density and form of development reflect the character, accessibility and infrastructure capacity of an area, and the nature of local housing needs'*.

5.18. The Borough Council has embarked upon a review of the Local Plan – publishing a Local Plan Housing Statement in December 2016. The Statement was produced in response to the updated South Hampshire Strategic Housing Market Assessment (SHMA) and the South Hampshire Spatial Position Statement (both published by PUSH) and recognises that there is a high level of housing need identified within Havant Borough. It states:

A higher housing requirement is a certainty in the new Local Plan and the Housing Statement identifies sites which the Council considers appropriate and sustainable for housing delivery in the short and longer term to ensure that it is able to plan positively to address the high housing need figure in accordance with the NPPF.

5.19. The statement goes on to explain:

The Purbook Appeal Inspector suggests he is not able to give any weight to the Local Plan (Allocations) Report based on the Gladman High Court Judgement. This confirmed that the Allocations Plan Inspector was not able to revisit the housing target set through the Core Strategy. It is in this context the Purbrook Appeal Inspector gives weight to the most up-to-date evidence in the PUSH SHMA which shows that 11,250 new homes are needed in Havant Borough between 2011 and 2036. As a result, this is now the default housing target for the Borough until the new Local Plan is adopted with a fully tested housing target.

As a result, Havant Borough Council is unable to demonstrate a 5 year Housing Land Supply. Paragraph 49 of the NPPF states: *'Housing applications should be considered in the context of the presumption in favour of sustainable development. Relevant policies for the supply of housing should not be considered up-to-date if the local planning authority cannot demonstrate a five-year supply of deliverable housing sites'*. Given that the plan is out of date, paragraph 14 of the NPPF prevails.

5.20. The fact that the public house could be converted to A1 retail (including comparison retail) with 12 month of the developer's enquiry, without further recourse to the planning system is a material consideration of significant weight.

5.21. The Development Plan is supported by a suite of Supplementary Planning Documents ("SPD") including:

- Havant Borough design guide published 2011;
- Parking guidelines published November 2016.

6 Design and Access

Use

Loss of public house

- 6.1. The fortunes of the hospitality trade, particularly public houses, are well documented. The Curlew public house occupies a generous plot, that belies its patronage. Its location next to a busy dual carriageway combined with the large car park, lay testimony to the fact that at one time a significant proportion of patrons would, at one time, have arrived by car. Today, a pub relatively isolated public house without a restaurant, is unlikely to attract the same patronage – being far more reliant on those living within reasonable walking distance. The number of vacant car parking spaces combined with the fact that activity has been displaced by the hand car wash is telling. Marketing and viability reports accompany the planning application and in the interests of brevity I won't repeat the full contents here; suffice to say that the existing public house has been marketed for an extended period.
- 6.2. The dual carriageway and surrounding institutional uses sever the public house from residential properties to the north, which in any event are well served by The Heron, located 700m to the north of the site at the junction of Petersfield Road and Stock Heath Road. A bar also forms part of the Horizon Leisure Centre, located within 250m of the site, with further public houses, including the Bell, located within the town centre circa 650m to the south. The marketing and viability reports highlight numerous other premises within a 1.6km radius.
- 6.3. The fact that the public house could be converted to A1 retail (including comparison retail) with 12 month of the developer's enquiry to the Council, without further recourse to the planning system is a material consideration of significant weight. In taking this forward, the applicant would sever any vestige of the sites use at a public house. However, on

balance, it is considered that, subject to securing planning permission, the residential development would make more efficient use of the application site.

Proposed residential development

- 6.4. The application site is an underutilised brownfield site, close to the centre of Havant. It's function as a beneficial community facility is limited, with alternative provision within easy walking distance. In any event, it is evident that the premises could be utilised for comparison retail, without further recourse to the planning system taking away any vestige of community use. The White Paper gives further credence to Policy CS17 of the Core Strategy, encouraging higher density development in sustainable locations.
- 6.5. Given the sustainability of the location and the prevalent character of the area, the application site would be ideally suited to residential use. A residential use would be compatible with neighbouring activities. The delivery of thirty-one 2-bedroom flats would play a part in meeting the urgent need for new homes in the Borough.

Amount

- 6.6. The proposal is for 31 flats, six one-bedroom flats and 25 two-bedroom flats with the provision of 39 car parking spaces and 32 cycle spaces.

Layout

- 6.7. The proposed layout will make efficient use of the site, utilising the existing building footprint and hard standing for the built development, whilst retaining the existing garden. This has been facilitated through the closure of the existing access to the southern carriageway of Petersfield Road, which is in the interest of highway safety and presents a transport benefit.

- 6.8. The orientation addresses Petersfield Road, continuing the building line of the adjacent Parkway Centre. In arriving at the proposed layout, the architect was cognisant of constraints, including the gas main that runs east – west through the site. Careful consideration was given to the relationship with the dwellings fronting Havant Park Farm – maintaining adequate separation to ensure that their outlook would be enhanced and the amenity of occupiers protected.
- 6.9. The main pedestrian entrance is located along the southern elevation. The path at the corner of the under-croft section provides a focal point – aiding legibility and creating a sense of arrival for those arriving via Leigh Road. The thirty-one flats will be arranged along a central corridor with stairwell / lift at either end. The arrangement serves to optimise the quantum of accommodation – with the individual homes comprising one / two bedrooms, a bathroom and an open plan kitchen, dining and lounge area. Each will enjoy aspect and direct access to outdoor space (in the form of a patio or balcony). Residents will also have access to a communal garden providing suitable private amenity space.
- 6.10. The fenestration has been orientated to avoid potential overlooking and erosion of privacy, particularly in relation to the residential dwellings fronting Havant Park Farm and Leigh Road. The arrangement does however allow for passive surveillance of the car park, communal garden and Petersfield Road frontage.
- 6.11. A dedicated cycle store will be positioned along the eastern boundary. It will provide secure storage, whilst facilitating easy access. Leigh Road forms part of a wider national cycle path network, with dedicated north bound, east bound and south bound routes at Crossland Drive encouraging travel by bicycle.

- 6.12. A refuse store will be positioned along the southern boundary, to facilitate collections via Leigh Road. Tracked path modelling has been undertaken to ensure that this can be readily accessed by an RCV.
- 6.13. The parking layout presents an efficient layout, with the circulation space providing permeability and safe navigation.

Scale

- 6.14. The proposed three storey block of flats is commensurate to the scale of the buildings fronting Petersfield Road. The dual carriageway set within an expansive highway verge, is split level – the site being situated along the southern carriageway; thus, it is up to 1m lower than the north bound carriageway. This context, provides the parameters for scale.
- 6.15. The main building has a footprint of c.862sqm. This combined with the cycle store and bin store, would cover less than a quarter of the overall site, with the remainder providing car parking, circulation space and communal garden space.
- 6.16. The proposed fascia capping the roofline rests at c.8.25m in height, broadly aligned to the eaves of the adjacent Parkway Centre. It will however appear subservient relative to the ridge height of the Parkway Centre, which is considered appropriate in light of the Parkway Centres' prominent position at the end of Leigh Road (Petersfield Road / Crossland Road junction) and provides for a progressive transition to the domestic scale of the two storey houses fronting Havant Farm Close. It also significantly lower than the part three storey Heath Centre to the southwest (which has exaggerated floor to ceiling heights for ducting etc. A marginal increase in height (combined with the use of stone cladding) will provide horizontal emphasis at c.8.6m at the northern end of the building, helping to break up the scale and massing of the building. The stone clad buttresses are also used to great effect. The highest point is set back above the lift shafts at c.8.75m.

Appearance

- 6.17. Subtle articulation, variations in height variation in materials helps to break up the bulk and mass of the building. As set out under layout the south-eastern elevation creates a sense of arrival and steers residents and visitors alike towards the entrance.
- 6.18. A contemporary palate of materials would be employed to further break up the bulk and mass of the building. The external walls would be finished in a combination of:
- Sand and cement render painted white.
 - Timber boarding.
 - Stone cladding.
- 6.19. The windows and doors would be grey powder coated aluminium. The balconies would be bound by glazed screens.
- 6.20. The roof would be constructed from a singly ply aluminium fascia.

Landscaping

- 6.21. Landscaping is reserved for future consideration. However, the proposal affords scope for landscape planting along the western boundary. The configuration affords a generous amount of private amenity space. Whilst the Council does not stipulate a minimum standard, this is well in excess of generally accepted standards. The mature Willow and Holly tree's will be retained, and supplemented with further planting along the eastern boundary.

Access

- 6.22. The site enjoys a highly accessible and sustainable location, being within easy walking distance of:
- The shops and services within the town centre (c.700m to the south).
 - Employment opportunities, both within the municipal quarter and the town centre.

- Education establishments with Trosnant Junior School and Havant college both lying within 1km.
- Leisure facilities are also close at hand, with the Horizon Centre within 250m and Leigh Park within c.600m.

6.23. Leigh Road forms part of the cycle network. The proposed development incorporates thirty-two communal cycle parking spaces in a dedicated secure cycle store, positioned so as to provide level access. This level of provision accords with the Council's cycle parking standard.

6.24. The site is also located in close proximity to key travel interchanges and well served by a network of pedestrian and cycle routes. The rail station lies c.650m to the south. It is located on the Portsmouth to Littlehampton line, with regular services to both providing convenient access to high order shops, services and employment opportunities. There are four bus stops within 250m (north - south along Petersfield Road and east – west along Crosslands Drive). The latter supporting high frequency services throughout the day connecting the town centre and outlying areas.

Service	Destination	Frequency	Operating hours
20	Havant – Portsmouth	Every 30 minutes	Mon-Sat 6.15am-20.15pm
21	Havant – Portsmouth	Less than every 20-30 minutes	Mon-Sat 5.50am-22.50pm
29	-	-	-
39	Havant – Weecock Farm	Every 10-15 minutes	Mon-Sat 6.00am-21.57pm
621	Havant – Portsmouth College	School service	Mon-Fri 8.45am-17.15pm
727	Chichester – Havant – Southdowns College	School Service	Mon-Fri 8.30am only

- 6.25. The Council's car parking standards afford flexibility to developments within 800m of the town centre. Given that the application site is accessible by a range of transport modes, the development provides 39 car parking spaces.

Flood Risk and Drainage

- 6.26. The site lies in Flood Risk Zone 1, having the lowest probability of flooding. Consideration of drainage has been undertaken as part of the development of this proposal. A sustainable drainage system, as shown on Plan FB5728-104C, shall manage surface water.

7 Planning obligations and heads of terms

- 7.1. The proposed development will be liable for Community Infrastructure Levy (CIL), making a financial contribution towards:
- Local and strategic transport improvements.
 - 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.
- 7.2. The following heads of terms are proposed, to be secured by means of a S106 legal agreement:
- Financial contribution towards the Solent Recreation Mitigation Partnership.

8 Conclusions

8.1. This statement has been prepared on behalf of Fortitudo in support of an outline planning application for the *'demolition of existing building and erection of a three-storey block of thirty-one flats, together with associated car and cycle parking'*. All matters, other than landscaping, are to be considered in full.

8.2. It has been prepared in line with the requirements of Article 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2015. The proposed development embodies the design principles enshrined in Policy CS16 and will contribute towards the delivery of the following spatial objectives:

5. Housing and infrastructure:

- *Identify sufficient space for 6,300 new homes in order to meet the requirements of the South East Plan.*
- *Distribute the new homes across the five main areas of the borough taking into account sustainability, suitability and land availability.*
- *Ensure a mix of dwelling types is provided, in the right places at the appropriate times*
... .

6. Caring for our Borough:

- *Ensure all new development is built to a high quality sustainable design that is inspired by the character and setting of the local area.*

8.3. The NPPF introduced a presumption in favour of sustainable development. The redevelopment of the Curlew is sustainable for the following reasons:

From an economic perspective, the proposals will make an efficient use of this highly accessible site, which is currently underutilised.

From a social perspective, the proposals will provide thirty-one new homes, which are of an appropriate design and respond to the character of the area. The proposed homes would be accessible to local shops, services, education, employment and leisure opportunities.

From an environmental perspective, the proposals make efficient use of a brownfield site and will conserve the character and appearance of the immediate area. The proposed homes would enjoy a highly accessible location promoting movement by means other than the private car.

- 8.4. For the reasons set out above, Fortitudo respectfully request that planning permission be granted without delay.

APPENDIX A:

Photographs of the site and surrounding area



Top left: view from the car park looking south towards the northern elevation of the existing building.

Top right: view from the pavement along Petersfield Road looking east towards the western elevation of the existing building.

Left: view from the opposite side of Petersfield Road looking east towards the site.



Left: view from Leigh Road looking west along access lane.



Left: view from southern boundary looking north across existing garden.



Left: view from within the site looking north across car park towards the Parkway Centre.



Left: view looking north along Leigh Road.



Signage along Leigh Road and nearest bus stop on southern carriageway of Petersfield Road.