



# Hart Plain Avenue Limited

## The Brewmaster

## Hart Plain Avenue, Waterlooville

## Planning Statement

**July 2012**

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## 1.0 Introduction

- 1.1 WYG Planning and Environment has been instructed by Hart Plain Avenue Limited to prepare a Planning Statement to accompany their full planning application for the residential redevelopment of the Brewmaster Public House, Hart Plain Avenue, Waterloooville for 9No. flats.
- 1.2 This application follows a previously consented development (APP/11/00893) for a mixed use scheme of 11 residential flats and a 3000sq.ft retail foodstore. The current application proposes the reconfiguration of Block A to include 9No. residential flats without bringing forward the retail store element. At the time of the former application a convenience store operator was lined up to fill the premises however the subsequent Tesco Express application at the Green Dragon Public House has since absorbed any convenience store requirement in the local area. This application is therefore responsive to the fact that there is no additional demand for a retail unit in this location.
- 1.3 This Statement should be read in conjunction with the following accompanying documents:
- Design and Access Statement;
  - Community Facilities Assessment;
  - Arboricultural Report and Tree Condition Survey;
  - Marketing Report; and
  - Transport Assessment



## 2.0 Site and Surroundings

- 2.1 The site extends to approximately 0.1 hectares in size and is currently occupied by a redundant and partially demolished 2-storey public house and a small area of hard standing historically used for vehicle parking. The site is relatively flat with mature trees in existence along the northern boundary. The site forms a corner plot at the junction of Hart Plain Avenue (west) and a cul-de-sac (north), which forms part of Hart Plain Avenue. To the south of the site are two existing retail units, comprising a convenience store and hair dressers.
- 2.2 The site is located in a predominantly residential area. To the north of the site is Hart Plain Avenue, along the northern edge of which are dwellings fronting Albretia Avenue with fenced rear gardens facing Hart Plain Avenue. South of the public house is a 2-storey parade of shops which include a One-Stop convenience store and hairdressers with what appears to be residential accommodation above. To the east of the site is Stuart Borrow House – a 3-storey block of flats which in Housing Association ownership. In general, the surrounding area is characterised by 1, 2 and 3-storey housing in varied plot sizes and ranging from flats and terraces to detached houses and bungalows. The closest railway station to the site is Rowlands Castle at over 3 miles away. The site is also served by a frequent bus service.



### 3.0 Planning History

- 3.1 A review on Havant Borough Council's Website has shown a number of relevant applications relating to this site, these are as follows:
- 3.2 An application was submitted for the erection of a terrace of 2 bed dwellings with associated car parking (05/58153/003). This application was subsequently refused on 20<sup>th</sup> October 2005 for a number of reasons, including; inadequate provision of car parking, impact on trees, layout and a reliance on private vehicles.
- 3.3 Permission was sought for the erection of a pair of semi-detached 4 bedroom houses with associated car parking (06/58153/003). This application was refused 9<sup>th</sup> October 2006 as a result of inadequate provision of car parking, a reliance on private vehicles and, the impact on trees considered important to the local landscape.
- 3.4 The application, under reference APP/11/00893, sought permission for the erection of 11No. dwellings together with 3000sq.ft of retail foodstore and associated parking, was granted permission on 15<sup>th</sup> March 2012 subject to a number of conditions. The current application proposes a revised scheme to this previously approved submission.



## 4.0 Planning Policy

- 4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that, in the determination of planning applications 'decisions are made in accordance with the development plan unless material considerations indicate otherwise'.
- 4.2 The application site falls within the jurisdiction of Havant Borough Council, and the current Development Plan comprises the Havant Borough Core Strategy (adopted March 2011) and the South East Plan. This section will begin with a brief summary of National Planning Policy Framework and the South East Plan before reviewing the relevant policies of the Havant Borough Core Strategy.
- 4.3 A further tier of policy guidance, which is also a material consideration, is in the form of Supplementary Planning Documents and these will be summarised within this section after the relevant Planning Policy.

### **National Planning Policy Framework**

- 4.4 The National Planning Policy Framework (NPPF) was published in March 2012 and establishes a presumption in favour of sustainable development, encompassing, amongst other things, building a strong competitive economy, delivering a wide choice of high quality homes and good design. It is a requirement that Local Planning Authorities positively seek opportunities to meet the development needs of their area (Paragraph 14).
- 4.5 Underpinning plan-making and decision-taking, the NPPF sets out 12 core planning principles at paragraph 17. Of particular 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;*
- *Support the transition to a low carbon future;*
- *Encourage the effective use of land by reusing land that has been previously developed;*
- *Promote mixed use developments; and*
- *Conserve and enhance the natural environment.*

- 4.6 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. The first bullet point at paragraph 50 states that to deliver a wide choice of quality homes and widen opportunities for home ownership, 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 (such as, but not limited to, families with children, the elderly and people with disabilities etc)”.
- 4.7 Paragraph 49 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.” It is a requirement of paragraph 47 that Local Planning Authorities can demonstrate a five year supply of deliverable sites plus 5% (this is increased to plus 20% where there has been a record of persistent under delivery).
- 4.8 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. 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 of this policy 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. In determining applications, this policy attaches great weight to outstanding or innovative designs which help raise the standard of design more generally in the area.

- 4.9 Paragraph 70 relates to social, recreational and cultural facilities and services, encouraging planning to; plan positively for the provision and use of shared space, community facilities (including public houses) and other local services; guard against the unnecessary loss of valued facilities and services; ensure that established shops and facilities can modernise in a sustainable way; and ensure an integrated approach to considering the location of housing, economic uses and community facilities and services. Whilst the proposal results in the loss of a public house, this has been redundant for some time, no interest has been shown from any viable party and there is no demand in the locality for an alternative service or facility in this location. The site is therefore considered to represent a brownfield site suitable for accommodating much needed housing within the Borough.
- 4.10 Section 11 has regard to the natural environment and considers that the planning system should contribute to and enhance the natural and local environment. In determining planning applications Local Planning Authorities should aim to conserve and enhance biodiversity and should encourage opportunities to incorporate biodiversity in and around developments; and should permit development proposals where the primary objective is to conserve or enhance biodiversity.
- 4.11 In terms of considering the presumption in favour of sustainable development the NPPF states that permission should be granted unless "any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole." Having regard to the proposed development it is our view that it fully accords with the policies contained within the NPPF.





### **The South East Plan**

- 4.12 The Localism Bill received Royal Assent 15 November 2011, becoming an Act. Within the Act the Government has reiterated its intention to revoke the Regional Spatial Strategies - however this is subject to the outcome of Strategic Environmental Assessments (SEA). Until such time that the SEA is undertaken and considered by the Secretary of State and Parliament, the South East Plan remains part of the development plan.

### **Havant Borough Core Strategy**

- 4.13 The Core Strategy includes an overall vision of how the area and the places within it should develop. It also sets objectives to ensure the overall vision is delivered.

#### *Design*

- 4.14 Policy CS16 of the Core Strategy states that planning permission will be granted for development that is designed to a high standard, which helps to create places where people want to live, work and relax. This policy requires that new developments draw inspiration from and respect local context using characteristics of the locality to inform design, including building height, massing and existing building lines. This policy also seeks to ensure that a positive relationship is created between buildings, streets and spaces both existing and proposed.

#### *Housing*

- 4.15 Core Strategy Policy CS9 identifies that the housing requirement for the Borough is 6,300 new dwellings for the period 2006-2026 with sites in Waterlooville expected to meet 31% of this total (table 6.1, housing distribution).
- 4.16 Policy CS9 of the Core Strategy states that planning permission for housing proposals will be granted providing that they make provision for 30% to 40% affordable homes on site. This threshold applies to developments on sites of 15 or more dwellings, and on smaller sites of 5 to 14 dwellings the equivalent to 30% to 40% will be sought as a suitable contribution, unless a lesser requirement has been justified on viability grounds.



- 4.17 The policy also states that residential development proposals should achieve a suitable density for development having regard to the site's context and accessibility. Provision should be made for a mix of housing which responds to identified local needs.

*Access*

- 4.18 Policy DM11 seeks to ensure that every opportunity is taken to increase integration with sustainable travel modes and availability of non-motorised modes by appropriate measures. This Policy requires that development proposals reduce opportunities for informal parking in the area surrounding development, and also to ensure that no adverse impact on highway safety arises as part of development.

*Parking*

- 4.19 Policy DM13 considers that for residential developments, car parking and cycle storage should be provided in accordance with the standards set out in the Residential Car Parking and Cycle Provision Supplementary Planning Document.

*Regeneration*

- 4.20 Policy CS6 of the Core Strategy relates to regeneration in the Borough and states that planning permission will be granted for development which positively contributes by type of use and design and by its comprehensive approach to the social, economic and/or physical regeneration. The priorities in Waterloo are identified as:

- "a. London Road Public Realm
- b. Integration of Major Development Area
- c. Connectivity with Wellington Retail Park
- d. Improved car and cycle parking, public realm and a sustainable mix of uses"

*Local Facilities*

- 4.21 Policy CS1 relates to the health and wellbeing of the Borough; contained within this policy at point 10, it is stated that proposals will be accepted where they protect and contribute to the availability of community facilities through refurbishment or new provision. This is



supported by Policy DM2 which seeks to protect existing community facilities and shops, unless;

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.*

#### *Developer Contributions*

- 4.22 Policy CS21 sets out that development will be permitted provided that any infrastructure requirements are satisfied. Contributions/provision may be sought for; transport, housing, education, health, social infrastructure, green infrastructure, public services, utility services and public realm.

#### *Spatial Distribution*

- 4.23 Core Strategy Policy CS17 relates to 'concentration and distribution of development within the urban areas' and states that development will be permitted that makes the most effective use of land in the borough, with the concentration of new development in the defined urban areas and priority given to development on previously developed land.

#### *Sustainable Construction & High Quality Design*

- 4.24 Policy CS14, of the adopted Core Strategy, relates to the efficient use of resources, and is applicable to new residential development, where it is required that all new development meets level 3 of the Code for Sustainable Homes, with particular attention needed for water efficiency measures.

#### **Community Infrastructure Levy (2010)**

- 4.25 Coming into force in April 2010 Regulation 122 (2) establishes three tests for planning obligations, these are as follows:



*"(2) A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is –*

*(a) necessary to make the development acceptable in planning terms;*

*(b) directly related to the development; and*

*(c) fairly and reasonably related in scale and kind to the development."*

### **Supplementary Planning Documents**

#### Housing (July 2011)

- 4.26 This document seeks to amplify the objectives of Core Strategy Policy CS9 and states that in terms of housing mix (within the wider PUSH area) the strongest demand is for 1, 2 and 3 bed dwellings. Affordable housing on sites of 15 or more dwellings should be provided on site.

#### Havant Borough Residential Parking and Cycling Provision (March 2010)

- 4.27 This document sets out the parking requirements within the borough for all new residential development. For shared/communal parking (unallocated), which provides a more flexible and efficient use of space, it is stated that the number of provided spaces can be reduced to meet the same demand, as such this document requires that;

|             |            |
|-------------|------------|
| 1 bed unit  | 0.9 spaces |
| 2 bed unit  | 1.3 spaces |
| 3 bed unit  | 1.9 spaces |
| 4+ bed unit | 2.4 spaces |



## 5.0 The Proposed Development

- 5.1 This application proposes the demolition of the existing derelict public house, together with the erection of a flatted development of 9no. 2 bedroom units, associated parking and landscaping. The proposal will create a more attractive corner feature on the approach of the cul-de-sac bounding the north of the site and will significantly improve the quality of the area through the removal of the existing and dilapidated public house building, which at present offers no visual appeal to the local area.
- 5.2 The proposal is for a flatted development of 2.5 storeys incorporating a Mansard roof form, which acts to reduce the building's massing and bulk in the street scene, whilst creating a transitional development that acts to step up development from the existing 2 storey parade of shops to the south to the existing 3 storey flatted development at Stuart Borrow House to the east, contributing positively to the locality as a whole.
- 5.3 This building will form a prominent feature on this corner site, whilst being reflective of local vernacular. The materials used will be consistent with the prevailing character of the area, and landscaping improvement along the north and western boundary will serve to integrate the building in the street scene, helping to make a feature of the existing TPO'd trees. The parking court is stepped back from the principal highway and is well screened by the existing mature vegetation; this will be accessed off the cul-de-sac from the north.
- 5.4 The proposal provides an appropriate amount of parking with emphasis on sustainable modes of transport including secure cycle storage for both future residents and visitors. Furthermore the proposed development is located in a sustainable location with a frequent bus service, and facilities in the immediate and wider area. The development site is well served by a range of community facilities including a number of public halls, places of worship and doctors surgeries. In addition the scheme incorporates an internal lift, permitting all people of varying degrees of mobility to live in this development. Onsite bin storage is provided and is located within acceptable carrying distance of the public highway ensuring that no refuse vehicles need enter the site.





- 5.5 This proposal will therefore improve the quality and appearance of the area and is of a sympathetic design which responds positively to the area as a whole, replacing a currently dilapidated and redundant building. The development is in a sustainable location and promotes a sustainable and healthier lifestyle through good design, which is achieved through capitalising on the connectivity of the site and promotion of sustainable modes of transport reducing reliance on private vehicles.



## 6.0 Consideration of the Proposal

### *Appropriateness of Residential Development*

- 6.1 This is a sustainably located brownfield site within the built up area of WaterlooVille, with good connections to existing local facilities and the wider area. As such the site is well suited in principle to accommodate a residential development in accordance with the NPPF and the Core Strategy. The provision of 2 bed flats is appropriate for this location in WaterlooVille and will provide for a number of smaller units counterbalancing the imbalance of detached and semidetached family homes in the surrounding area.

### *Provision of Affordable Housing*

- 6.2 Policy CS9 requires the provision of between 30% and 40% affordable housing on schemes of 15 or more dwellings, or a contribution equivalent to 30% to 40% on smaller schemes of 5 to 14 dwellings, subject to viability considerations. In accordance with this policy the scheme will provide 2No. affordable units giving the provision of 22% affordable and in lieu of the shortfall the remaining 8% will be in the form of an equivalent financial contribution (unless the scheme is developed in its entirety by a Registered Social Landlord), which can then be used elsewhere within the Borough. This methodology was previously accepted as part of the former consented scheme as an appropriate approach in calculating S.106 contributions. The proposed development therefore fully accords with affordable housing policy CS9.

### *Loss of the Public House*

- 6.3 The Brewmaster Public House will be demolished as part of the application and will be replaced by residential development. The accompanying Community Facilities Statement identifies that the site is well connected to a variety of existing services and facilities as well as a number of other public houses offering equivalent facilities and that there is no identified demand for additional community facilities in the area. Furthermore, the supporting Marketing Report demonstrates that the premises has had no interest shown from any viable party. As such the development accords with policies CS1 and DM2 of the Core Strategy demonstrating that the premises is no longer required for or is viable for its authorised use, the site has easy access to equivalent facilities, and the applicant has



undertaken an extensive marketing process, which has shown no viable interest.

*Design and Location of the Development*

- 6.4 The location of the proposal is sited broadly over the footprint of the former public house enabling the scheme to positively front Hart Plain Avenue to the north and west. The proposed development comprises a 2.5-storey block with Mansard roof form reducing the scale, massing and bulk of the proposal in the street scene but creating a transitional development between the 2-storey shopping parade to the south and 3-storey flatted development to the east.
- 6.5 In terms of design the proposal introduces a feature building on this corner plot, whilst being reflective of local vernacular. An improved landscaping arrangement is been proposed along the north and west boundaries of the site, which improves the visual quality of the area and makes an attractive feature of the mature TPO'd trees at this junction. Parking is stepped back from the principle highway to the west and is well screened by the existing mature vegetation; this will be accessed off the cul-de-sac from the north.
- 6.6 It is considered that the proposal will be appropriate to the character of the area, without appearing dominant in the street scene. The proposal fully accords with Policy CS16 ensuring a positive relationship with the existing development and surrounding character, creating a high standard of design, which also serves to effectively satisfy Policy CS6 for regeneration of the Borough.

*Impact on Trees*

- 6.7 No trees are affected by the proposed development and the scheme will instead increase the separation distance between the existing Oaks and built form, which will enhance the trees' growing conditions. Additional landscaping surrounding these TPO'd trees' will enhance their setting. Further details are contained within the Arboricultural Report and Tree Condition Survey, which also establishes a method for the protection of these trees during construction. The proposal is therefore entirely appropriate and will not adversely affect the protect trees on site but instead improve their setting and growing conditions.





## 7.0 Contributions

- 7.1 The Community Infrastructure Levy sets out that planning obligations must be necessary to make the development acceptable, directly related to the development and fairly and reasonably related in scale and kind to the development.
- 7.2 It is accepted that transport contributions and open space contributions are necessary and directly related to the development, but we are keen to ensure they are fairly related in scale to the development. The calculation of open space contributions based on the number of bedrooms proposed fairly reflects the scale of the scheme; but the calculation of transport contributions assumes that 2- and 3-bed units have identical trip rates, which we do not believe fairly reflects the impact of 2-bed units.
- 7.3 On a previous application in a different authority area, we undertook a calculation of occupancy rates for 2-bed flats using census data for the relevant Ward. This showed that occupancy for 2-bed flats is generally below that assumed by Hampshire County Council in its Transport Contributions Policy, and consequently the County Council on that occasions accepted a lower rate of contribution.
- 7.4 This section addresses transport contributions associated with the proposed development on the same basis, by identifying that the average occupancy in Hart Plain Ward is lower than the 2.42 persons per 2- and 3-bedroom dwellings assumed in Hampshire County Council's Transport Contributions Policy, and therefore seeks a more appropriate contribution as part of the proposed scheme.
- 7.5 Occupancy ratings (UV59) from the 2001 Census (the most recent year for which the census data is available) includes disaggregated data for Hart Plain Ward, within which the site lies. This data records household size in relation to dwelling sizes, as a determinant of the proportion of households that require rooms or have spare rooms. The data for Hart



Plain Ward occupancy ratings is attached at APPENDIX 1.

7.6 The data shows that across all household in Hart Plain, there are 2,955 households out of 3,928 (75.2%), which have more rooms than are 'required' for the size of household, demonstrating a high level of under-occupancy. Whilst this data cannot be disaggregated for 2-bed flats specifically, it does allow general conclusions to be drawn regarding the average occupancy of 2-bed flats, based on the following assumptions;

- a) That an occupancy rating of +2 or more (indicating that there are 2 or more bedrooms than 'required') is irrelevant in relation to 2-bed flats, as with at least 1 bedroom being used for its intended purpose, it would be impossible for a 2-bed flat to have more than one 'spare' bedroom.
- b) That an occupancy rating of -2 or less (indicating that an additional 2 or more rooms are 'required') is highly unlikely for a 2-bed flat, as it would imply that one or more bedrooms are shared by three unrelated adults. In any case the data for Hart Plain Ward shows that the number of dwellings with 2 or more 'required' rooms is insignificant at around 1.3%.

7.7 Based upon these assumptions, all households with an occupancy rating of +2 and -2 have been discounted, leaving the following occupancy ratings for Hart Plain Ward;

|                     |              |             |
|---------------------|--------------|-------------|
| One 'spare' room    | 1,021        | 52.6%       |
| No 'spare' rooms    | 662          | 34.1%       |
| One 'required' room | 258          | 13.3%       |
| <i>Total</i>        | <i>1,941</i> | <i>100%</i> |

7.8 Of note is that the proportion of dwellings with 'spare' rooms (52.6%) is considerably lower than the overall proportion of dwellings in Hart Plain which are under-occupied (75.2%), which reflects the fact that under-occupancy is more likely in larger dwellings, and as such



leads credence to these figures being a fair reflection of the occupancy of 2-bed flats in Hart Plain Ward.

7.9 Two further assumptions have been made to arrive at the likely occupancy levels of 2-bed flats in Hart Plain Ward;

- a) As flats with one spare room may be occupied by either a single person or a couple, it has been assumed that half of such flats will have a single occupant and half will have two occupants, generating an average occupancy of 1.5. This split is supported by the average household occupancy of 1.3 for 1 bed flats contained in Hampshire County Council's Transport Contributions Policy (Appendix 3), which implies that 70% of 1-bed flats have just one occupant. Based on this figure it is reasonable to assume that 50% of 2-bed flats (with one occupied room) will have one occupant.
- b) Flats with no 'spare' rooms and one 'required' room respectively will generate trips equivalent to these flats having 3 and 4 occupants.

7.10 Interpreting the Census data using these assumptions, 100 2 bedroom flats in Hart Plain Ward would generate the following occupancy rates:

|                                      |             |                        |
|--------------------------------------|-------------|------------------------|
| One 'spare' room (one occupant)      | 26.3%       | 26.3 occupants         |
| One 'spare' room (two occupants)     | 26.3%       | 52.6 occupants         |
| No 'spare' rooms (three occupants)   | 34.1%       | 102.3 occupants        |
| One 'required' room (four occupants) | 13.3%       | 53.2 occupants         |
| <i>Total</i>                         | <i>100%</i> | <i>234.4 occupants</i> |

7.11 An occupancy rate of 234.4 per 100 2-bed flats is equivalent to an average household occupancy of 2.344 residents. This compares to the average occupancy of 2.42 residents for 2- and 3-bed dwellings quoted in Appendix 3 of Hampshire County Council's Transport Contributions Policy. Whilst these figures are not dissimilar, it is clear that by aggregating 2-



bed flats with 3-bed houses, the occupancy rating of 2-bed flats is overestimated in relation to Hart Plain Ward.

- 7.12 Taking the more appropriate figure of 2.344 residents per household and applying the calculation set out in Appendix 3 of the new occupancy rate, the following cost per dwelling is generated;

| Cost per Trip | Household Occupancy | Daily Trip Rate | Multi-Modal Trips (household occupancy x daily trip rate) | Cost per Dwelling (multi-modal trips x cost per trip) |
|---------------|---------------------|-----------------|-----------------------------------------------------------|-------------------------------------------------------|
| £535          | 2.344               | 2.9             | 6.79                                                      | £3,632.65                                             |

- 7.13 Thus the total transport contribution for the submitted scheme would be;

| Unit Size    | No of units | Contribution      |
|--------------|-------------|-------------------|
| 2 bed flat   | 9           | £32,693.85        |
| <i>Total</i> |             | <i>£32,693.85</i> |

- 7.14 Therefore we formally request that the transport contribution payable in respect of this development be £32,693.85 as per the more appropriate average occupancy for two bedroom flats in Hart Plain Ward demonstrated in this section, rather than £33,705 which would have otherwise been assumed.



## 8.0 Conclusion

- 8.1 This application proposes the erection of a flatted development including 9No. 2 bedroom units together with associated parking and landscaping following the demolition of the existing Brewmaster public house at Hart Plain Avenue, Waterlooville.
- 8.2 The proposal has been assessed in accordance with relevant planning policies. The site is located within the built up area of Waterlooville and comprises a brownfield site, whose current use is redundant; the redevelopment of this site for residential purposes therefore accords with the NPPF and the adopted Havant Core Strategy. The proposal has been designed to be in character with the area and to be respectful of adjoining buildings, creating a strong corner feature and transitional design stepping up development from the existing 2-storey parade to the south to the existing 3-storey flatted development to the east. The additional landscaping proposed will improve the public realm within this area of Waterlooville.
- 8.3 The proposal results in the loss of a community facility, which has long since become redundant and no demand exists for an alternative community use at this site. This scheme is responsive to the fact that the need for convenience store provision was absorbed by the change of use of the Green Dragon public house to a Tesco Express and that there is increasing demand for smaller 1, 2 and 3 bed units across the Borough as a whole.
- 8.4 It is considered that the proposals are appropriate, supported by planning policy and will not impact upon any interests of acknowledged importance.



## Appendices





**Appendix 1**



## Neighbourhood Statistics



Original URL:

<http://www.neighbourhood.statistics.gov.uk/dissemination/LeadTableView.do?a=7&b=6267028&c=Hart+Plain&d=14&e=7&f=78&g=451530&i=1001x1003x1004x1005&l=155&o=1&m=0&r=1&s=1343205216817&enc=1>

## Occupancy Rating (UV59)

Period: Apr01

Area: Hart Plain (Ward)

| Variable                                                  | Measure | Hart Plain | Havant (Non-Metropolitan District) | South East | England    |
|-----------------------------------------------------------|---------|------------|------------------------------------|------------|------------|
| All Households (Households) <sup>1</sup>                  | Count   | 3,928      | 48,460                             | 3,287,489  | 20,451,427 |
| Occupancy rating of + 2 or more (Households) <sup>1</sup> | Count   | 1,934      | 24,887                             | 1,754,894  | 10,050,403 |
| Occupancy rating of + 1 (Households) <sup>1</sup>         | Count   | 1,021      | 12,225                             | 784,453    | 5,223,887  |
| Occupancy rating of 0 (Households) <sup>1</sup>           | Count   | 662        | 8,522                              | 552,750    | 3,719,625  |
| Occupancy rating of -1 (Households) <sup>1</sup>          | Count   | 258        | 2,271                              | 145,655    | 1,026,030  |
| Occupancy rating of -2 or less (Households) <sup>1</sup>  | Count   | 53         | 555                                | 49,737     | 431,482    |

Last Updated: 18 November 2004

Source: Office for National Statistics

## Notes

<sup>1</sup> National Statistics

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