

Planning Application Response of Planning Policy

Application No:	APP/25/00639
Address:	Former Electricity Board Site, Bartons Road, Havant
Development:	Erection of 90 dwellings with associated landscaping, parking and improved access
Case Officer:	David Eaves
Comments by:	Jade Ellis
Date of Comments:	25 th September 2025 (updated 27 th January 2026)

Policy Status

The [Local Plan \(Core Strategy\)](#) and the [Local Plan \(Allocations\)](#), together with the [Hampshire Minerals and Waste Plan](#), provide the development plan for the borough.

Consultation on a full [Draft \(Regulation 18\) Local Plan](#) concluded on 1 July 2025 which may only be afforded very limited weight at this stage.

The following Adopted Local Plan policies are of particular relevance:

- CS9 – Housing
- CS16 – High Quality Design
- CS13 – Green Infrastructure
- CS17 – Concentration and Distribution of Development within the Urban Areas
- CS21 – Developer Requirements
- DM1 – Recreation and Open Space
- DM10 – Pollution
- DM13 – Car and Cycle Parking in Residential Development
- DM24 – Recreational Disturbance to Special Protected Areas (SPAs) from Residential Development
- AL1 – Presumption in Favour of Sustainable Development
- AL2 – Urban Area Boundaries and Undeveloped Gaps between Settlements
- LP1 Leigh Park Housing Allocations (Sites)
 - L145 SSE Offices Site, Bartons Road

Principle of development

The site lies within the urban area as defined by policies CS17 and AL2 in the context of the adopted local plan. In addition, the site is allocated for 90 dwellings under site reference L145 in Policy LP1 of the Allocations Plan. There is therefore a presumption in favour of sustainable development subject to other considerations including various site-specific development requirements set out within the allocation.

Paragraph 125 of the 2024 National Planning Policy Framework indicates that planning policies and decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes, proposals for which should be approved unless substantial harm would be caused.

It is also noted that the Draft Building a Better Future Plan proposes to retain the site as an allocation (reference 18, SHELAA LP07) for an indicative yield of 90 dwellings. In addition, the site is located within an identified opportunity area for high density development as

proposed to be defined by the Draft Building a Better Future Plan. As such, a high-density scheme would be supported in principle.

Development Requirements

Both site allocation policies set out development requirements which should be considered during the determination of this application. In addition, commentary on some key issues is offered below.

Affordable housing:

Policy CS9 of the Adopted Local Plan seeks to deliver on average 30-40% affordable housing on sites of 15 dwellings (gross) or more. Of the 90 dwellings, 45 dwellings would be provided as either affordable or social rent and shared ownership, equivalent to 50% which would exceed the amount required by policy. This is supported by paragraph 4.329 of the Draft Local Plan which notes a greater proportion of affordable housing than that required by planning policy will be supported in principle.

The Council's Housing Manager will be able to provide further advice in terms of the type and tenure of affordable housing that should be provided.

Housing mix:

Core Strategy Policy CS9 indicates that housing proposals should provide a mix of dwelling types, sizes and tenures which help meet identified housing need and contribute to the development of mixed and sustainable communities.

The table in the Addendum to the Planning Statement provides analysis of the submitted housing mix versus the estimated size of housing required in the Council's [Housing Needs Analysis 2023](#):

Type	SHMA % (October 2023)	Proposed No.	Proposed %
1 Bed	8	11	12%
2 Bed	25	33	37%
3 Bed	46	36	40%
4 Bed	21	10	11%

The submitted layout includes a mix of dwelling types from one- and two-bedroom flats and two, three and four bed houses, a proportion of the latter would be provided as affordable. No private flats are proposed. Overall, the scheme would achieve a slightly greater proportion of 1 bed and 2 bed, and a smaller proportion of 3 and 4 bed when compared against the Council's Housing Needs Analysis.

Housing density:

The Draft Building a Better Future Plan identifies most of the site as falling within one of the opportunity areas (as defined by Policy 13) to achieve a minimum density of 55 dph net. Based on the Net Developable Area Plan Drawing Reference 6087-1120 Rev B, the site has a net developable area of 1.497 ha which would result in a net density of just over 60 dwellings per annum. This is supported by policy and is considered to make efficient use of land in line with NPPF objectives.

Amenity & Pollution:

Site allocation L145 notes the potential air quality/noise issues due to the proximity of Petersfield Road, and Havant and Waterlooville football stadium to the east. The abutment of the SSE Data Recovery and energy centre block is also noted. Environmental Health have provided separate comments on these matters.

Parking

The minimum car parking standards would apply in accordance with Tables 4A and 4B of the Parking SPD and Policy DM13.

Based on the accommodation schedule provided in Table 5, the proposed development would generate a requirement for 169 allocated spaces:

Size of Housing	No of Units	Minimum Car Parking Requirement	Number of Car Parking Spaces Required
1 bed	11	1 space	11 spaces
2 bed	32	2 spaces	66 spaces
3 bed	36	2 spaces	72 spaces
4+ bed	10	3 spaces	30 spaces
TOTAL	185		179 spaces

An additional 20% of unallocated visitor parking should be accommodated which would equate to 36 spaces (when rounded). This would result in an overall requirement for 215 parking spaces (rounded).

The Transport Assessment Addendum indicates that the proposed development will provide a total of 147 resident spaces and 30 visitor spaces. Justification is provided at Appendix F which examines 2011 Census data and indicates that based on average car ownership of 0.84 vehicles per household, then the proposed development would result in an estimated demand for 76 vehicles, and 76 resident parking spaces would be sufficient.

In addition, it is noted that the proposed development is located within convenient walking and cycling distance of local amenities and is within 150m of bus stops located on Martin Road. Indeed, the site is located within one of the Borough's core opportunity areas as defined by the Council's [Residential Density Evidence Base Paper](#), due to its proximity to services and facilities and access to public transport. As such it is considered that the level of parking is appropriate to the location of the development.

Five year housing land supply

The Council's [Five Year Housing Land Supply Update \(December 2026\)](#) indicates the Council has 1.3 years supply with a 20% buffer applied. This is below the five year supply threshold, and as such there is normally a presumption in favour of sustainable development (para 11d of the NPPF). The tilted balance means that permission should only be refused where the adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

Conclusions:

The principle of the development of this site is acceptable in principle subject to other material considerations. The site is located within an opportunity area for high density development, due to its proximity to services and facilities and access to public transport. The scheme would be in line with these objectives.

Furthermore, the Council is not currently able to demonstrate an up-to-date five-year housing land supply position. In the context of the tilted balance, permission should only be refused where the adverse impacts of doing so would significantly and demonstrably outweigh the benefits.