

The Bus, Avenue, Hayling Island, PO11 0LX

Planning, Design and Access Statement

On behalf of Mayfair Hayling Island Ltd.

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1. Introduction

- 1.1 Nova Planning has been instructed by Mayfair Hayling Island Ltd. (the Applicant) to prepare and submit a Full Detailed Planning Application for:

The erection of five residential units accessed from Avenue Road, with the associated parking and landscaping on land at The Bus, Avenue Road, Hayling Island, PO11 0LX.

- 1.2 The Planning Statement should be read together with the plans and illustrative material, as well as the technical reports that have been prepared in support of the application:

FRA and Drainage Strategy	Aqua Callidus
Nitrates Assessment	Aqua Callidus
Ecology Assessment	Peach Ecology
Arboricultural Assessment	Arbtech Consulting

2. Site Description

- 2.1 The site is situated within the built-up area boundary of North Hayling on Hayling Island, in the defined Policy CS17 area (Concentration and Distribution of Development within the Urban Areas).
- 2.2 A frequent bus service is available from the A3023 Havant Road, a five-minute walk from the site, which connects to the main town of Havant, approximately two miles to the north of the site. Havant offers excellent employment opportunities, as well as a primary transport hub, with a mainline train service to London Waterloo, London Victoria and Portsmouth and Southsea.
- 2.3 The site, itself, is approximately 0.19 ha of undeveloped scrubland, surrounded by residential development to the south, east and west, and Avenue Road, as well as further residential development to the north. There are individual TPOs (1032) on three of the trees on the site, two on the northeastern boundary and one on the southwestern boundary.

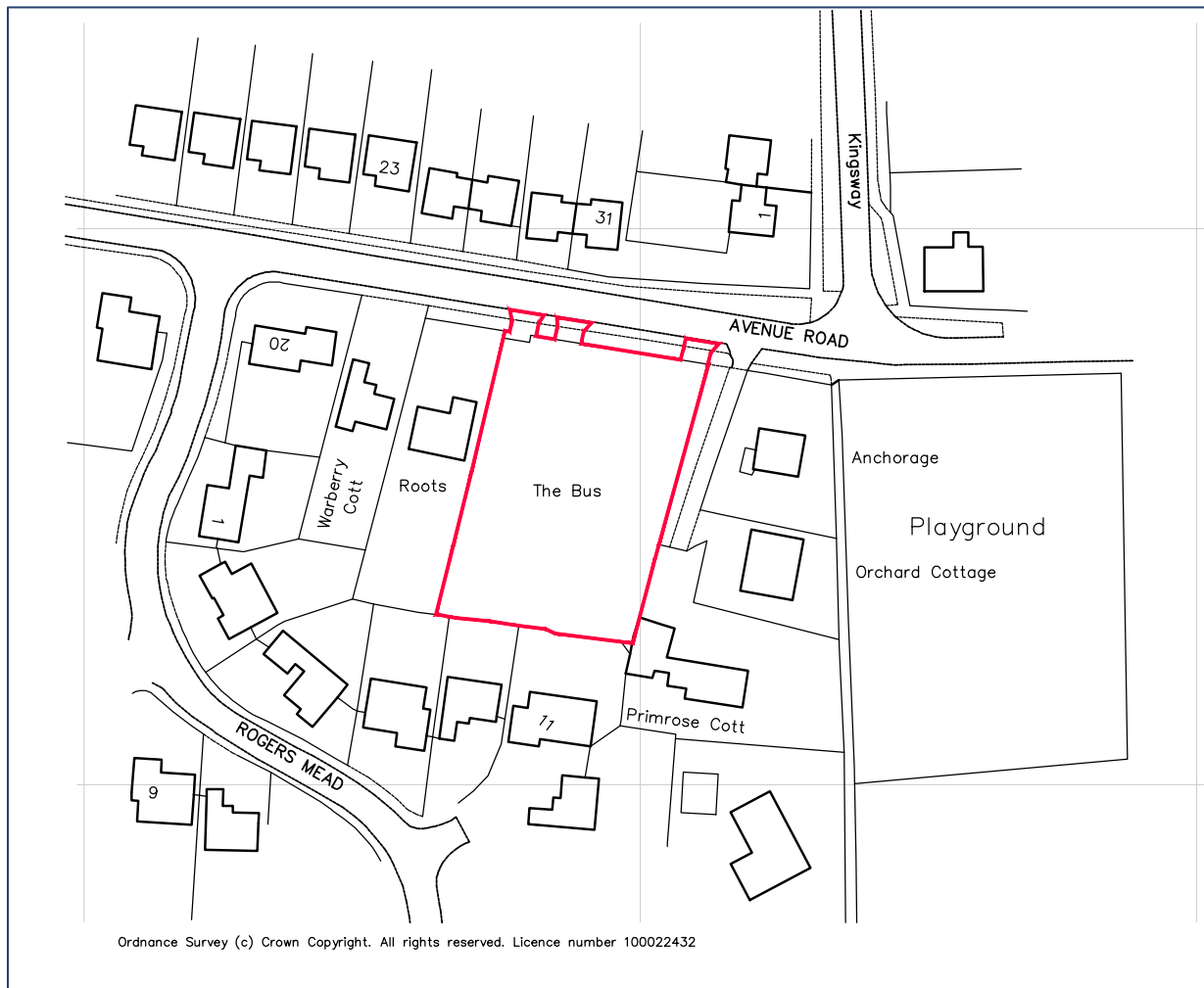


Figure 1: Site Location Plan

3. Planning History

- 3.1 There is a short planning history on the site. In March 1981, an appeal (APP/80/17498) for the continued siting of two caravans for personal holiday use, was dismissed on the grounds that their continued siting would conflict with the Council's, then adopted, policy to phase caravans out, to enhance the residential character and potential of the locality, which had been identified for residential development in the South Hampshire Interim Policy Plan Stage Two.
- 3.2 In May (2020) an appeal (APP/20/00423) was lodged against an Enforcement Notice, which was issued due to the use of the land to store caravans being incongruous and significantly harmful to the character and appearance of the locality and visual amenity of the area. The Enforcement Notice Officer's Report notes that the 'fallback' use of the land is for the stationing of caravans for holiday, which is considered the existing use of the site.

3.3 More recently, the Applicant has sought pre-application advice (GEN/20/00502) for the five proposed dwellings. The pre-application response is discussed further in Section 6.

4. Planning Policy Framework

4.1 The policy framework relevant to the determination of the application consists of the National Planning Policy Framework (2019) (NPPF) and the Havant Borough Core Strategy (2011).

i. [National Planning Policy Framework](#)

4.2 The February 2019 NPPF replaces both the first NPPF, published in March 2012 and the second, published in July 2018 and sets out the Government's current planning policies for England.

4.3 Paragraph 7 sets out the purpose of the planning system as being the contribution to achieving sustainable development. The objective of sustainable development is to meet the needs of the present, without compromising the ability of future generations to meet their needs. In achieving sustainable development, there are three, interdependent objectives: economic; social; and environmental. Whilst these objectives should be used to guide development towards sustainable solutions, local circumstances should be considered to reflect the character, need and opportunities of each area.

4.4 At the heart of the NPPF is the presumption in favour of sustainable development, where Paragraph 11 advises that in decisions, a presumption in favour of sustainable development should apply. For decision-taking, this means that development proposals should be approved without delay, if they are in accordance with an up to date development plan. Where there are no relevant development plan policies, or they are out of date, permission should be granted unless:

- 1) The application of policies in the NPPF that protect areas or assets of importance provide clear reason for refusing development.
- 2) The adverse impacts of granting permission would significantly or demonstrably outweigh the benefits when assessed against the NPPF as a whole.

4.5 Section 4 of the NPPF advises authorities to approach decisions on applications, in a positive and creative way and that applications for sustainable development should be approved where possible. This section also highlights the importance of early engagement, suggesting that it has the potential to improve the efficiency of the planning process for both applicant and Council and result in a better outcome for the community (Paragraph 39).

ii. [Havant Borough Core Strategy \(2011\)](#)

4.6 The Havant Borough Core Strategy was adopted in 2011 and is the current plan for the borough. The Core Strategy (2011) establishes the framework of detailed policies and proposals for the control,

development and use of land, with which planning decisions will be assessed in Havant Borough. The policies relevant to the determination of the application are summarised in Table 1.

Table 1: Policies Relevant to the Determination of the Application

Policy	Summary
CS9 Housing	Planning permission will be granted for proposals where, amongst other criteria, they: • Contribute to achieving 6,300 new dwellings over the Plan Period. • Provide a financial contribution or onsite provision, equivalent to 30% - 40%, on sites of 5 to 14 residential units. • Achieve a suitable density, which respects the surrounding landscape, character and built form. • Provide a mix of dwellings types, sizes and tenures, which meet the local need.
CS11 Protecting and Enhancing the Special Environment and Heritage of Havant Borough	Permission will be granted where proposals, amongst other criteria: • The landscape is protected and enhanced. • Protects and enhances wildlife habitats and wildlife corridors.
CS12 Chichester Harbour Area of Outstanding Natural Beauty (AONB)	Proposals will be permitted where they assess the potential impact and cumulative effect, of development on the AONB and its setting.
CS13 Green Infrastructure	Development will be permitted where it creates new green infrastructure through onsite provision or financial contribution.
CS15 Flood and Coastal Erosion Risk	Development at risk of flooding, as identified in the current Environment Agency Flood Risk Mapping, will only be permitted where, amongst other criteria: • The site is situated in a low hazard area. • A site-specific FRA demonstrates that the development will be safe. • Site drainage systems are designed to account for events that exceed the normal design standard. All development is required to ensure that there is no net increase in surface water runoff and priority should be given to incorporating SuDS. Where SuDS are incorporated, a plan for their ongoing management and maintenance must be provided.

CS16 High Quality Design	Development designed to a high standard will be permitted. Proposals must respond to the local context, integrating with the local landscape and promoting wildlife and biodiversity. The characteristics of the locality should assist in informing the design, including building heights, massing, building lines, plot widths and depths and materials. Development should not cause unacceptable harm to the amenity of the neighbouring properties. The layout of the proposal must produce a positive relationship between buildings, as well as reduce opportunities for crime and the domination of vehicular traffic.
CS17 Concentration and Distribution of Development within the Urban Areas	Development will be permitted where it makes best use of land, particularly by concentrating new housing within the five urban areas of the borough, including Hayling Island. Redundant and underused land should be a priority for development.
CS20 Transport and Access Strategy	Proposals should not increase congestion and should promote the use of existing transport networks and provide transport management measures to ensure the safe and efficient operation of the local road network.
CS21 Developer Requirements	Planning permission will be granted where all on and offsite infrastructure requirements are met. Where new or improved infrastructure is essential, the Council will require provision onsite or financial contribution through planning obligations, agreements or tariffs in accordance with the relevant legislation for offsite provision. The need for contributions is dependent on information from infrastructure providers setting out the anticipated impact from development.
DM8 Conservation, Protection and Enhancement of Existing Natural Features	Development will be permitted where it protects and enhances local habitats and landscape distinctiveness, as well as addresses, amongst other criteria: • Protects features of nature conservation such as, trees and hedgerows. • Incorporates existing features into the overall design and ensuring their continued survival. • Provides new landscape works that integrate with the local environment, using local materials and plant species and making provision for the future maintenance of new landscape works associated with the development.
DM13 Car and Cycle Parking on Residential Development	Residential development will only be permitted where car parking and cycle storage is in accordance with the Residential Car

	Parking and Cycle Provision Supplementary Planning Document (SPD). The SPD (2016, partially updated 2019) sets out a requirement for: • 1 Bed unit – Minimum 1 space • 2 Bed unit – Minimum 2 spaces • 3 Bed unit – Minimum 2 spaces • 4+ Bed unit – Minimum 3 spaces
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iii. Other Policy Considerations

Supplementary Planning Documents (SPDs)

4.7 In addition to the policy context set out in the section above, the Council has prepared a series of SPDs, those of relevance include:

- Borough Design Guide SPD (2011)
- Housing SPD (2011)
- Car Parking and Cycle Provision SPD (2016, updated 2019)

Local Plan Review 2036

4.8 The Council is in the process of preparing a Local Plan Review, with the Pre-Submission Draft having been consulted on between 01 February and 18 March 2019. A number of responses were received over the course of the consultation period and, together with the ongoing issue of nutrient neutrality, the changes necessary are considered significant enough to warrant further consultation. Due to the early stages of the Local Plan Review, minimal weight is applied to the draft policies.

National Planning Practice Guidance

4.9 In addition to the NPPF, the Government has published a series of National Planning Practice Guidance (NPPG), which reflects the continuing emphasis on the planning system to deliver growth as part of the sustained recovery of the economy. The following subject-specific, elements of the NPPG are relevant to the determination of the application:

- Design
- Flood risk and coastal change
- Health and wellbeing
- Housing need assessment
- Planning obligations
- Travel Plans, Transport Assessment and Statements

- Viability
- Waste
- Water supply, wastewater and water quality

5. Application Proposal

5.1 The proposal is for the erection of five, detached residential dwellings with the associated car parking and cycle storage. Three access points from Avenue Road are proposed, with individual driveway access serving Plots 1 and 2, and a main point of access and estate road serving Plots 3, 4 and 5. The proposal retains and enhances the existing hedgerow on the western boundary, as well as the majority of the trees on the north, east and southern boundaries. Please refer to the accompanying plans for full details.



Figure 2: Proposed Site Layout

6. Planning Considerations

i. Principle of Development

- 6.1 As set out in Section 2, the site is in a sustainable location, within the built-up area boundary of North Hayling, in a priority area for development, as defined by Policy CS17 (Concentration and Distribution of Development within the Urban Areas) of the Core Strategy (2011).
- 6.2 The dismissal of the 1981 appeal (APP/80/17498), on the grounds that the siting of caravans conflicted with the Council's objective of enhancing the residential character for future residential development, serves to further reinforce the suitability of the site for residential development.
- 6.3 It is with this in mind that the proposal is compliant with Policy CS17 (Concentration and Distribution of Development within the Urban Areas) of the Core Strategy (2011) and the principle of residential development on the site is considered acceptable. This position is supported in the pre-application response (GEN/20/00502).

ii. Character and Appearance of the Area

- 6.4 The proposed development sits within an existing residential estate, with development primarily fronting the highway. The proposal is for five, detached dwellings, three of which front Avenue Road. The other two are sited to the rear. The three dwellings fronting the road are set back into the site, which reflects the existing development on either side and as such, will be in keeping with the character of the area. The proposal is considered compliant with Policy CS16 (High Quality Design) of the Core Strategy (2011).



Figure 3: Front Elevation of Plots 1-3

iii. Neighbouring Amenity

- 6.5 The proposed development is considered to have minimal impact on neighbouring amenity. The two properties to the rear, are of chalet design and the garden depths measure 12.5m (Plot 4) and 12.7m (Plot 5), which, together with the existing, mature hedge, minimises the opportunity for overlooking. The proposed development is not considered to have an unacceptable impact on neighbouring amenity and is, as such, compliant with Policy CS16 (High Quality Design) of the Core Strategy (2011).

iv. Housing Mix, Density and Affordable Housing

Density

- 6.6 A total of five residential units are proposed on site, which measures approximately 0.19 ha. This equates to a density of 26 dpha. As part of the Local Plan Review 2036, the Council has prepared a Residential Density Evidence Paper (2019), which states that it is inappropriate to identify an upper limit to density, due to site-specific characteristics and locality profiles. It is suggested that in the more suburban areas, a density of approximately 40 dpha may be appropriate. However, given the locality of the site, the lower 26 dpha is considered most appropriate.

Housing Mix

- 6.7 The Evidence Paper (2019) also sets out a recommended housing mix for sites of different sizes, Table 2 summarises the suggested mix for sites measuring 0.25 ha, accommodating up to nine dwellings and 0.1 ha, accommodating up to four dwellings.

Table 2: Housing Mix

Unit Size	Proposed No. Units	0.25 ha Site	0.1 ha Site
3 Bed House	2 (40%)	40%	50%
4 Bed House	3 (60%)	40%	50%
5 Bed House	0	20%	-

- 6.8 The site falls between these two thresholds and as such, the proposal adopts a mix that responds to the character of Avenue Road, which is defined by larger detached properties.

Affordable Housing

- 6.9 With reference to affordable housing, Policy CS9 (Housing) sets out a requirement for a suitable financial contribution or onsite provision, equating to 30% - 40%, on smaller developments of between five and fourteen dwellings. However, this policy pre-dates the Government's exemption through the NPPF (2019). The NPPF (2019) exempts affordable housing for any proposal that is not 'major' development as defined in the glossary. This approach is reflected in the emerging Havant Local Plan 2036 (Draft Pre-submission Version).
- 6.10 With these points in mind, the proposal is considered compliant with Policy CS9 of the Core Strategy (2011), as well as the requirements of the NPPF (2019).

v. Arboriculture

- 6.11 The Applicant's Arboriculturalist, Arbtech Consulting, has prepared a Tree Survey and Arboricultural Impact Assessment (AIA), assessing the trees onsite against the British Standard 5837:2012 Trees in

Relation to Design, Demolition, and Construction – Recommendations, to establish the quality of the trees and whether they should be retained and protected.

6.12 A total of seven trees and one group of trees were surveyed and categorised according to their quality (A, B, C or U – highest to lowest quality respectively). The results of the trees surveyed on site are summarised in Table 3.

Table 3: Tree Quality

Category	Tree
A	T3
B	T1; T2; T5
C	T4; T6; T7
U	-

6.13 The AIA concludes that the application proposal has considered the trees and as a result, they will not be adversely affected by the proposed development. The proposal is, therefore, considered compliant with Policy DM8 (Conservation, Protection and Enhancement of Existing Natural Features) of the Core Strategy (2011). Please refer to the accompanying reports for full details.

vi. Ecology

6.14 The Applicant's Ecologist, Peach Ecology, has undertaken a Phase 2 Ecological Assessment, following the Ecology Survey having identifies the potential of the site to support reptiles and roosting bats. The Ecological Assessment found a small population of slow worms, for which a mitigation strategy is set out; and a Common Pipistrelle bat roosting in the oak tree on the eastern boundary (T3). This tree is to be retained and protected from any lighting impact.

6.15 Commuting bats were recorded feeding along the north and eastern boundaries. These routes will be protected during construction and enhanced with new landscaping post construction. Hedgehogs were also recorded in the vicinity of the site and as such, hedgehog hibernation features will be installed on site. Please refer to the accompanying assessment for full details.

6.16 The proposal is considered compliant with Policy CS11 (Protecting and Enhancing the Special Environment and Heritage of Havant Borough) of the Core Strategy (2011), as well as the requirements of the NPPF (2019).

vii. Parking and Cycle Storage

6.17 The Residential Car Parking and Cycle Provision (2016, updated 2019) sets out a requirement for a minimum of two spaces per three-bedroom unit and three spaces per four-bedroom unit. Two, three-

bedroom units and three, four-bedroom units are proposed, which generates a need for thirteen parking spaces. Thirteen spaces are provided: two each to the front of Plots 1 and 2, two spaces and a car barn are proposed for Plots 3 and 5 and two spaces and a garage for Plot 4. With reference to cycle storage, two and three spaces are provided for each of the three and four-bedroom units, respectively.

6.18 In line with Policy CS20 (Transport and Access Strategy), all parking is provided onsite and removes the need for road parking. The proposal is considered to meet the requirements of Policies DM13 (Car and Cycle Parking on Residential Development) of the Core Strategy (2011).

viii. Flood Risk and Drainage

6.19 The Applicant's Drainage Consultant, Aqua Callidus, has prepared a Flood Risk Assessment and Drainage Strategy, which concludes that the site is in Flood Zone 1 and is at very low risk of surface water, sewer and groundwater flooding. With this in mind, the draft proposal meets the Sequential Test and an Exceptions Test is not required.

6.20 With reference to surface water drainage, the report identifies the need to implement a Tier 3 Discharge Strategy, which discharges surface water into the public mains sewer. The surface water drainage system will be designed to accommodate a 1 in 100 year, plus 40%, climate change and 10% urban creep rainfall event. The detailed design can be secured through standard condition.

6.21 The proposal is considered to comply with Policy CS15 (Flood and Coastal Erosion Risk) of the Core Strategy (2011), as well as the requirements of the NPPF (2019). Please refer to the Flood Risk Assessment and Drainage Strategy for full details.

ix. Nutrient Budget

6.22 The Applicant's Drainage Consultant, Aqua Callidus, has undertaken an assessment of the nitrogen nutrient impact of the proposed development, which concludes that, including the 20% buffer, there will be a net nitrogen increase of 3.89 KgTN per year. In terms of mitigation, it is the Applicant's intention to utilise the Havant Borough Council Nitrogen Mitigation Scheme, which is a contribution of £1,235 per kg of nitrogen generated by the proposed development.

7. Conclusion

7.1 The site is in a sustainable location, within the built-up area boundary of North Hayling, in an area identified by the Council as suitable for accommodating development. The principle of the residential development of the site is, as a result, considered acceptable. The accompanying technical reports demonstrate that the proposal will not result in any significant or demonstrable harm and as such, the planning balance is considered to rest firmly in favour of granting consent.