

Planning Application Response of Planning Policy / Urban Design

Application No:	APP/18/00176
Site Address:	10 Rails Lane, Hayling Island, PO11 9LL
Development:	Change of use from Class A1 to Class A5 and installation of external fume extraction system at rear.
Case Officer:	Mrs E Chisnall
Comments by:	Lewis Ford
Date of Comments:	6 th March 2018

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 Havant Borough. In addition, the [Local Plan Housing Statement \(LPHS\)](#) and its guiding principles, adopted December 2016, is also a material consideration.

The following policies and documents are of relevance:

- CS4 – Town, District and Local Centres
- CS6 – Regeneration of the Borough
- CS17 Concentration and Distribution of Development within the Urban Areas
- DM5 – Control of Class A3, A4 and A5 Food, Drink and Entertainment Uses
- AL2 - Urban Area Boundaries and Undeveloped Gaps between Settlements
- AL3 – Town, District and Local Centres

Principle of Development:

The site lies within the urban area as defined by Policies CS17 and AL2 of the Local Plan. These policies seek to concentrate new development within the five urban areas of the borough. The proposal is for a change of use from Class A1 to A5.

The site falls within Rails Lane Local Centre as defined by Policies CS4 and AL3. The designated local centres in the borough do not have defined primary and secondary frontages; therefore, criteria 3) and 4) of Policy AL3, which aim to retain a proportion of A1 uses in designated frontages, do not apply.

The proposal is supported by criterion 1) of Policy AL3 as it provides a main town centre use within an established local centre, along with criteria 2) and 5) of Policy CS4 as it would enhance the evening economy and retain an active ground floor frontage.

Land Use Class A5:

Policy DM5 sets out criteria for the control of food and drink uses to avoid environmental problems such as fumes, odour and litter. The application should demonstrate that all the criteria of DM5 can be met

Shopfronts and Signs:

The proposed shop front will need to be appropriate in size, scale and design to the character of the building and the street scene. Moreover, the provisions of Policy DM21 will need to be met.

Section 5.0 of the submitted Design & Access Statement states that the flue will be cited on the rear of the property and that:

“as there is to be no new extension, there will not be any changes in the streetscape or character of the building in the area”.

These statements are supported by Policy DM21. It is also noted and supported that:

“any signage required for the proposed change of use would be subject to the appropriate separate advertisement consent”.

Parking:

Policy DM14 and the Havant Borough Parking SPD (July 2016) set out the minimum parking standards for new development in the borough (excluding residential). However, as the site is situated within Rails Lane Local Centre; this policy and SPD will not apply as the centre is well served by the car park to the north of site (situated between St Hermans Road and Southwood Road) along with parking along the Sea Front and on-street parking immediately in front of the site.

Flooding:

The site is in flood zone 1; however, access to the site along Rails Lane is in Flood Zone 2. [National Guidance](#) states that a flood risk assessment (FRA) is required for development in flood zone 2 and/or 3 including minor development and changes of use. The Planning Policy Team recommend that Hampshire County Council (HCC) as the Local Lead Flood Authority is consulted to ascertain whether an FRA would be required for this application.

Regeneration of the Borough:

South Hayling is identified in the Local Plan (Core Strategy) as an area in need of regeneration (Policy CS6). The concept of South Hayling's regeneration has been developed further in the emerging [Draft Havant Borough Local Plan 2036](#) under Policy KS4. More specifically, Rails Lane Local Centre is identified in the Eastoke Corner Regeneration Area (Phase 2). The draft plan has only highlighted the Council's vision of the site at present, greater detail on design and reconfiguration is still required and will be developed as part of the next stage of the Local Plan process. As such, it is important to make the applicant aware of the Council's aspirations at this point.

Developer Contribution:

As the application is for a change of use from class A1 to A5, the development will not be CIL liable and will not have to pay the Solent Recreation Mitigation Partnership (SRMP) contribution. Therefore, Policies CS21 and DM24 do not apply.

Recommendation:

It is recommended that HCC is consulted to ascertain whether a flood risk assessment (FRA) is required.