



Beachlands, Hayling Island

Planning Statement (Incorporating Affordable Housing Statement and Planning Obligations Statement)

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1.0 Introduction

The Submission

- 1.1 This planning statement has been prepared and submitted by SLR Consulting Limited (SLR) on behalf of Mr Warren Peak (the Applicant) in support of a full planning application for 4no. commercial units and 32no. residential units located at land at Beachlands at the southern end of Hayling Island, PO11 0AG (the 'Site').
- 1.2 The Site falls wholly within the administrative boundary of Havant Borough Council (HBC) to who this application is made to.
- 1.3 The full development description is as follows:
- "Full Planning Application for the development of 4no. commercial units (E Use and 32no. residential units (C3 Use) over four floors with associated open space, public realm enhancements, demolition of the existing Beachlands Amusement Arcade Buildings and dwelling and associated works".*
- 1.4 This Planning Statement analyses the Application Site, surrounding areas and locality, and sets out relevant planning history and relevant policy context. It justifies why the proposals constitute an excellent opportunity to regenerate an underutilised Site comprising previously developed land into residential and commercial mixed use which will make a valuable contribution towards meeting HBCs housing need.

Structure of the Planning Statement

- 1.5 The remainder of this planning statement will be structured as follows:
- **Section 2.0:** Site Description and Surrounding Area (including planning history);
 - **Section 3.0:** Application Proposal;
 - **Section 4.0:** Review of Planning Context;
 - **Section 5.0:** Key Planning Considerations;
 - **Section 6.0:** Affordable Housing Statement;
 - **Section 7.0:** Planning Obligations Statement; and
 - **Section 8.0:** Summary and Conclusions.

Accompanying Documents

- 1.6 The planning application submission is accompanied by the documents listed below, which have been informed by the local validation requirements:
- CIL form 1



- Design, Access and Heritage Statement;
- Flood Risk Assessment & Drainage Statement;
- Transport Statement;
- Employment and Skills Plan;
- Sustainability Statement;
- Utilities Assessment;
- Desktop Contamination Study
- Preliminary Ecological Appraisal and Roost Assessment;
- Biodiversity Net Gain Assessment and Statutory Metric;
- Occupancy Calculator;
- Nitrate Calculator; and
- European Sites Avoidance and Mitigation Checklist

1.7 The drawings and plans listed within Table 1 below also support the application:

Table 1: Drawing List

Drawing	Drawing Reference	Scale
Location Plan	Drawing No 1000 Rev A	1:1250
Block Plan	Drawing No 1010 Rev A	1:500
Masterplan	Drawing No 1020 Rev A	1:500
External Lighting Existing and Proposed	Drawing No 1030 Rev A	1:250
Site Survey	Drawing No 1100 Rev B	1:250
Ground Floor Plan	Drawing No 1150 Rev A	1:200
First Floor	Drawing No 1160 Rev A	1:200
Second Floor	Drawing No 1170 Rev A	1:200
Third Floor	Drawing No 1180 Rev A	1:200
West Elevation	Drawing No 1250 Rev A	1:100
North Elevation	Drawing No 1260 Rev A	1:100
East Elevation	Drawing No 1270 Rev A	1:100
South Elevation	Drawing No 1280 Rev A	1:200, 1:100 at A1
View 01	Drawing No 1800	A3
View 02	Drawing No 1801	A3
View 03	Drawing No 1802	A3
View 04	Drawing No 1803	A3
Masterplan Perspective	Drawing No 1850 Rev A	A3



2.0 The Site and Surroundings

Site Location

- 2.1 The Site is located at the southern end of Hayling Island, on the sea front and adjacent to the 'Funland Amusement Park' to the east and council-owned public toilets and car park to the north-west, which are operated by HBC and open 24 hours a day. The Site is sustainably located, boasting an urban context, with the northern section of the Site within a defined Urban Area Boundary.
- 2.2 The Site adjoins a three-way roundabout north of the Site, which serves the Application Site and neighbouring uses and connects to the eastern and western stretches of the sea front. The roundabout also bestows strong links to the local highway network through its access to the A3023, located approximately 100m north of the Site that runs north-south through Hayling Island which ingresses onto the A27 and A259.
- 2.3 Vehicular access is currently derived from a 5.5m wide informal bellmouth adjoining the southeast corner of the sea front roundabout. The Site is also readily accessible for pedestrians through wide footways flanking either side of Sea Front, which include pedestrian crossing points across the arms of the roundabout.
- 2.4 The Site is also located in close proximity to several village centres including West Town (c. 0.5km to the north), South Hayling (c.0.8km to the northeast) as well as Mengham (c. 1.3km to the northeast) which is the largest settlement within Hayling. This sustainable location makes access to facilities easily accessible, meaning residents would have access to the amenities they require to meet their daily needs. This includes (not exhaustive), convenience stores located along Sea Front within a 2-minute walk, schools located at Mengham within a 22-minute walk/6-minute cycle and medical facilities located within South Hayling (including Hayling Island Health Centre and Waterside Medical Practice) within a 10-minute walk.
- 2.5 Moreover, the wider location supplies ample opportunities for recreation including the 'sea court tennis club' (c.0.26km northeast), Hayling Park covering 6.7ha of public open (c.0.41km north), and recreation on the beach and sea immediately adjacent to the site.
- 2.6 Additionally, the Site benefits from a range of public transport options including the "Beachlands' bus stop situated c.60m to the north which serves the 30/31 services that provide frequent journeys between Hayling Island and Havant including to Havant bus station, which is situated close to Havant railway station. Havant railway station itself is located approximately 6km to the north, within a cyclable distance to the Site and dispenses frequent services to local and regional destinations, including Portsmouth, Southampton, Brighton and London Waterloo.
- 2.7 The surrounding uses have a distinct character, following a dispersed street pattern with a mixture of modern and historic development of varying architectural



merit. The architectural significance of the local area is reflected through there being several listed buildings in the vicinity, including three Grade II listed buildings to the west of the Site along Sea Front, the closest being the 'The Royal Hotel' located c.0.16km. There is an overall strong residential feel within the Site's immediate vicinity, with the Site being a principal gateway to Hayling seafront, with seaside vistas over Hayling Bay to the south.

- 2.8 In summary, this section demonstrates the Site's location is highly sustainable and accessible and appropriate for residential and commercial use.

Site Description and Use

- 2.9 The Site encompasses a rectangular parcel of land, covering approximately 0.81ha in area. The southern section of the Site constitutes an area of beach which is currently used for parking and the northern area of the Site consists of amusement arcade, funfair, tourist information office, café, funfair, a dwelling and an area of hardstanding which is also used for car parking. Such features make the Site 'previously developed land (PDL)' in planning terms, as per the adopted National Planning Policy Framework (2023).
- 2.10 Whilst there are existing attractions on the Site, such uses are underutilised with low footfall, owing to the recent decline of the Beachlands area which has been subject to a lack of investment and is in much need of regeneration and a modern offering.
- 2.11 The Site is wholly comprised of concrete/hardstanding and sand, with little evidence of vegetation or trees. The Site's boundaries are denoted by approximately 1m high fencing to the east and west and by the amusement building and park entrance to the north.
- 2.12 The Site is located within a Minerals Consultation Area for superficial sand and gravel and the majority of the Site is located in Flood Zone 3; such constraints have informed the proposals design and are addressed in Section 5 and the accompanying Flood Risk Assessment.
- 2.13 The location and boundary of the Site are depicted on Figure 1 below:



Figure 1: Application Site boundary (red) and Ownership boundary (blue).



Planning History

- 2.14 The Site has a limited planning history, with the most recent application dating back to 2006 which was for:
- 'Demolition of existing building and replacement with a larger amusement building and 12 residential units.'* (Refused March 2007).
- 2.15 The application was determined under a previous Development Plan which is superseded by the currently adopted Development Plan (as set out in Section 4.0 below) and therefore was considered under different Policies.
- 2.16 Other applications relate to the amusement uses and amendments to the car park and thus not relevant to the proposals set out in this planning statement.



3.0 The Application Proposal

- 3.1 Full Planning Permission is being sought for the residential and commercial development, together with the associated landscaping, public realm enhancements and demolition of existing buildings on the Site. The full description of the development is as follows:

“Full Planning Application for the development of 4no. commercial units (E Use and 32no. residential units (C3 Use) over four floors with associated open space, public realm enhancements, demolition of the existing Beachlands Amusement Arcade Buildings and dwelling and associated works”.

- 3.2 As shown within the accompanying drawings, the proposed layout has been carefully designed to ensure the scheme responds positively to the surrounding locality and context. Namely, the proposal will provide a key gateway to Hayling sea front. This is through the two four-storey buildings proposed in the northern part of the Application Site, which are intersected by a public realm boardwalk running in a north-south direction that will contain active frontages under canopies and vistas/throughlines to the beach and Hayling Bay sea.
- 3.3 Such design will create a safe, attractive street scene and allow for natural surveillance, which will encourage footfall and allow the development to serve as an arrival destination. Additionally, the application is accompanied by landscaping proposals including small, planted beds dispersed centrally along the boardwalk which will provide a visual break and contribute towards the activation of the street scene.
- 3.4 The above will be complemented through the provision of four commercial units that will be provided on the ground floors of the two buildings. This will contribute towards ensuring Beachlands has ongoing usage as a tourist hub, whilst allowing the development to be self-sufficient given residents can utilise such facilities.
- 3.5 All of the 32 proposed residential units will be located on the upper floors of the two proposed buildings which minimises vulnerability to flood risk given the Site’s Flood Zone context as per the advice contained within the Site’s allocation policy.
- 3.6 The two buildings are mirrored and identical in scale, orientated facing either east or west to provide sea views for each flat. The first floor of each building contains 8 two-bedroom flats, with the second and third floors containing 8, three-bedroom maisonettes. These two upper floors are connected via an internal staircase, with the main floor containing two bedrooms and the living areas while the master suite is located on the third floor.
- 3.7 Each flat will also be provided with a dedicated private balcony, whilst the flats on the first floor facing the public realm boardwalk have been given larger and wider balconies that sit atop the covered walkway beneath. Such provision will strengthen the natural surveillance afforded by the scheme.



- 3.8 In terms of massing, the scheme attains an atypical coastal design to ensure the development is sympathetic to the beachfront landscape. This is through the proposed intersecting pitched roofs, which break up the overall mass of each building to ensure the development does not dominate the local landscape. This is enhanced through the choice of materials; the bottom floors will be rendered with large glazing to break up the overall elevations, whilst the above storey's façade will consist of Cedral fibre cement boarding to create a beach hut feel.
- 3.9 Concerning access, the Site will only be accessible on foot from the north of the Site (main entrance) as well as from the beach to the South. Parking is not provided on Site, however, this is considered to be suitable as parking is available in the car parks to both the east (Funland Amusement Park) and west of the Site (council-owned parking and public toilets). Moreover, visitors will be encouraged to utilise the local public transport links, including the Beachlands bus stop which provides regular services to Havant town centre and railway station. Given the site's highly accessible and sustainable location, located adjacent to public transport and public car parks, the absence of on-site parking provision is justified, as per HBC's Parking Supplementary Planning Document (SPD) (July 2016, partially updated September 2019)
- 3.10 Other elements of the scheme are set out the accompanying Design, Access and Heritage Statement and include:
- Waste facilities and bin stores;
 - Secure Cycle Storage for each residential unit; and
 - Opportunities for biodiversity net gain



4.0 Review of Planning Context

- 4.1 This section sets out the relevant planning policy at national and local levels, section 6 sets out how the proposal accords with the outlined policy in more detail.
- 4.2 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.
- 4.3 This section will first note the national policies of relevance before focusing on the local policies considered of most relevance to the consideration of the proposal for the Site. Section 6 will then discuss the principle of development, as it relates to the relevant policies and why the scheme is considered acceptable when taking account of the adopted plan, and material considerations.
- 4.4 In the context of Section 38(6) of the 2004 Act, the following formally adopted documents have been reviewed:
- National Planning Policy Framework (NPPF);
 - HBC Local Development Plan Documents.

National Policy and Guidance

National Planning Policy Framework

- 4.5 The NPPF was adopted in 2012 and was most recently revised in December 2023. The Framework sets the Government's planning policies for England and how these should be applied. It is a material consideration in the determination of the planning application. The most pertinent policies and paragraphs relating to the principle of development at the Site are set out below.
- 4.6 The NPPF establishes a presumption of favour of sustainable development (Paragraph 10) and provides three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):
- an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and



- can environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 4.7 Paragraph 9 confirms these objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged.
- 4.8 Paragraph 11 emphasises that Plans and decisions should apply a presumption in favour of sustainable development. For decision-taking, this means (c) approving development proposals that accord with an up-to-date development plan without delay, or (d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, granting permission unless:
- the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - 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.
- 4.9 Footnote 8 to Paragraph 11(d) explains that for proposals involving the provision of housing, local housing policies should be considered out of date where the authority cannot demonstrate a five-year supply (or a four year supply if applicable) of housing or where the Housing Delivery Test indicates that the delivery of housing was less than 75% of the housing requirement over the previous three years. In the case of Havant Borough, both circumstances apply and hence HBC's housing policies are considered out of date.
- 4.10 Paragraph 33 establishes that local plans should be reviewed to assess whether they need updating at least once every five years and should then be updated as necessary.
- 4.11 Paragraph 38 explains that Local Planning Authorities (LPAs) should approach decisions on proposed development in a positive and creative way. The Paragraph further states that LPAs should use the full range of planning tools available, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. The Paragraph then concludes by stating that decision-makers at every level should seek to approve applications for sustainable development where possible
- 4.12 Section 5 relates to 'delivering a sufficient supply of homes and signifies that the Government has the objective of 'significantly boosting the supply of homes' (Paragraph 60). This is such that a sufficient amount and variety of land can come forward where it is needed and to allow that the needs of groups with specific housing requirements to be addressed.



- 4.13 Paragraph 76 states that LPAs are not required to identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing for decision making purposes where:
- their adopted plan is less than five years old; and
 - that adopted plan identified at least a five-year supply of specific, deliverable sites at the time that its examination concluded.
- 4.14 Paragraph 77 states that in all other circumstances, LPAs should identify and update annually a supply of specific deliverable sites sufficient to provide either a minimum of five years' worth of housing, or a minimum of four years' worth of housing if the provisions in Paragraph 226 apply.
- 4.15 Paragraph 78 further states that where the criteria in paragraph 76 are not met, a local planning authority may confirm the existence of a five-year supply of deliverable housing sites (with a 20% buffer if applicable) through an annual position statement which:
- a) has been produced through engagement with developers and others who have an impact on delivery, and been considered by the Secretary of State; and*
- b) incorporates the recommendation of the Secretary of State, where the position on specific sites could not be agreed during the engagement process.*
- 4.16 Paragraph 81 states to help ensure that proposals for housing development are implemented in a timely manner, local planning authorities should consider imposing a planning condition providing that development must begin within a timescale shorter than the relevant default period, where this would expedite the development without threatening its deliverability or viability. For major development involving the provision of housing, local planning authorities should also assess why any earlier grant of planning permission for a similar development on the same site did not start.
- 4.17 Section 9 relates to 'promoting sustainable transport'. Paragraph 112 starts that maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport
- 4.18 Paragraph 115 affirms that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 4.19 Section 11 is concerned with 'making effective use of land' and signifies that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions (Paragraph 123).



- 4.20 Section 12 which is titled ‘achieving well-designed and beautiful places’ highlights that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities (Paragraph 131).
- 4.21 Section 14 relates to ‘meeting the challenge of climate change, flooding and coastal change’ and establishes that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere (Paragraph 173). The Paragraph further states that applications should be supported by a site-specific flood-risk assessment, specifically for all development in Flood Zones 2 and 3.
- 4.22 Section 15 that is titled ‘conserving and enhancing the natural environment’ states that planning policies and decisions should contribute to and enhance the natural and local environment (Paragraph 180). Way to achieve this ambition are stated to include protecting and enhancing valued landscapes and sites of biodiversity/geological vale, recognising the intrinsic character and beauty of the countryside and maintaining the character of the undeveloped coast.
- 4.23 Paragraph 186 states when determining planning applications, LPAs should apply the principle of supporting development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to improve biodiversity in and around developments should be integrated as part of their design.
- 4.24 Section 16 is concerned with ‘conserving and enhancing the historic environment’ and emphasises that heritage assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations (Paragraph 195).
- 4.25 Paragraph 205 further states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance

National Planning Practice Guidance

- 4.26 The NPPG was published online in March 2014, with periodic updated occurring as national policy is changed or refined. The NPPG is a material consideration in determining planning applications.
- 4.27 It explains the standard method for calculating local housing need provides a minimum number of homes to be planned for. The guidance establishes that LPAs



- should use the standard method as the starting point for assessing the housing need and any other method will be used only in exceptional circumstances¹.
- 4.28 It states that if an authority cannot demonstrate a 5-year housing land supply, including any appropriate buffer, the presumption in favour of sustainable development will apply, as set out in paragraph 11d of the National Planning Policy Framework².
- 4.29 The NPPG also further emphasises the consequences of failing the Housing Delivery Test, including application of the presumption in favour of sustainable development if housing delivery falls below 75%.³
- 4.30 The NPPG also includes guidance on various technical matters, such as highways, noise, air quality, drainage, landscape and heritage.

National Design Guide and National Model Design Code 2021

- 4.31 The National Design Guide sets out the Government's commitment to achieving better design. This is through providing a framework that details the characteristics of well-designed places and demonstrates what good design means in practice as set out in **Error! Reference source not found..**

Figure 2- The ten characteristics of well-designed places (page 8 of the Design Code)



¹ Paragraph: 001 Reference ID: 68-001-20240205

² Paragraph: 008 Reference ID: 68-008-20190722

³ Paragraph: 042 Reference ID: 68-042-20240205



- 4.32 The National Model Design Code expands upon the ten characteristics of good design set out in the National Design Guide. The code sets out clear design parameters to help local authorities and communities decide what good quality design looks like in their area.
- 4.33 Both the design guide and code forms part of planning practice guidance and should be read and consider during the design process

HBC Local Development Plan

- 4.34 The HBC Local Development Plan (LDP) covers the plan period between 2006-2026 and contains the following elements which are relevant to this planning application:
- The Havant Borough Local Plan (Core Strategy) adopted 2011
 - The Havant Borough Local Plan (Allocations) adopted 2014; and
 - The Hampshire Minerals and Waste Plan adopted 2013.
- 4.35 One neighbourhood plan (Emsworth) also forms part of the LDP; however, the Site does not cover the plans administrative boundaries and therefore not relevant to the proposals.

Local Plan (Core Strategy)

- 4.36 The HBC Core Strategy was adopted in 2011 and sets out the council's long-term vision and objectives for what the borough will be like as a place in 2026. The key vision for Hayling Island relates to supporting the retention and enhancement of tourism and tourist facilities, whilst identifying opportunities for focussed regeneration.
- 4.37 It should be acknowledged however, that given the Core Strategy is more than 5 years old, it has reduced weight in the decision-making process, particularly in regard to how its housing need is calculated which is based on the Standard Method for calculating Housing Need as set out in the NPPG. This is confirmed in NPPF paragraphs 11d and 33.
- 4.38 Nonetheless, the document contains strategic policies and some detailed development management policies against which individual planning applications will be assessed. The policies within the Core Strategy that are most relevant to this application are as follows:
- Policy CS2: Employment
 - Policy CS6: Regeneration of the Borough;
 - Policy CS9: Housing;
 - Policy CS11: Protecting and Enhancing the Special Environment and Heritage of Havant Borough
 - Policy CS13: Green Infrastructure;



- Policy CS15: Flood and Coastal Erosion Risk;
- Policy CS16: High Quality Design;
- Policy CS17: Concentration and Distribution of Development within the Urban Areas;
- Policy CS19: Effective Provision of Infrastructure;
- Policy CS20: Transport and Access Strategy;
- Policy CS21: Developer Requirements;
- Policy DM3: Protection of Existing Employment and Tourism Sites;
- Policy DM8: Conservation, Protection and Enhancement of Existing Natural Features;
- Policy DM9: Development in the Coastal Zone;
- Policy DM10: Pollution;
- Policy DM11: Planning for More Sustainable Travel;
- Policy DM12: Mitigating the Impacts of Travel; and
- Policy DM13: Car and Cycle Parking on Residential Development

4.39 Policy CS2 states that the council seeks to accommodate flexibly a net total of 162,000 square metres of new employment floorspace between 2006 and 2026. The policy explains that planning permission will be granted for development proposals that, inter alia: prioritises PDL for the provision of new employment floorspace, provides jobs and generates wealth or produces an economic output on existing employment sites that are not fit for current purpose and promotes local employment and training initiatives.

4.40 Policy CS6 states 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 of the whole borough; particularly when it is focussed in places as shown on the Proposals Map, including South Hayling Island, with particular focus on seafront boardwalk; flood and erosion management measures; water related sports facilities; beach hut and beach user facilities and educational information; and small scale tourist facilities.

4.41 Policy CS9 sets out key criterion that are required to be met for planning permission to be granted, including:

- Deliver on average 30-40% affordable housing on sites of 15 dwellings (gross) or more and secure a suitable contribution unless a lesser requirement has been transparently justified on viability grounds;
- Provide a mix of dwelling types, sizes and tenures which help meet identified local housing need; and
- Achieve a suitable density of development for the location.



- 4.42 Policy CS11 states planning permission will be granted for development that has particular regard to nature conservation designations within the borough, including SPA, SAC, Ramsar, SSSI and SINCE and protects the borough's statutory and non-statutory heritage designations by appropriately managing development adjacent to listed buildings.
- 4.43 Policy CS13 explains that planning permission will be granted for development that, inter alia: incorporates where appropriate, improvements to existing green infrastructure through the restoration, enhancement or creation of additional resources, does not undermine the functional integrity of the green infrastructure and maintains and manages the network of green infrastructure identified at the sub regional and local levels.
- 4.44 Policy CS15 sets out where development will be permitted in areas at risk of flooding now and in the future. This includes where proposals:
- meets the sequential and exception test (where required);
 - provides a site-specific flood risk assessment which demonstrates that the development will be safe, including the access, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall;
 - incorporates flood protection, flood resilience and resistance measures appropriate to the character and biodiversity of the area and the specific requirements of the site
 - includes flood warning and evacuation plans; and
 - includes new site drainage systems that are designed to taking account of events which exceed the normal design standard
- 4.45 The policy also stresses that all development will be required to ensure that there is no net increase in surface water runoff.
- 4.46 Policy CS16 states 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. The policy requires development to demonstrate that its design responds to, draws inspiration from and respects the local context; produces a positive relationship between buildings, streets and spaces; contributes to the improvement of the public realm; is inclusive by considering the needs of those with disabilities; mitigates negative environmental impacts and adapts to the changing needs of the users and changing climate over the lifespan of the building.
- 4.47 Policy CS17 states that development will be permitted that makes the most effective use of land in the borough by granting planning permission that concentrates new housing in, inter alia, the urban area of Hayling Island; prioritises development on previously developed land, including redundant, derelict or underused land and buildings within the urban area; and broadly distributes new housing and employment development in the five areas of the borough as indicates on the Spatial Distribution Map (which includes Hayling Island).



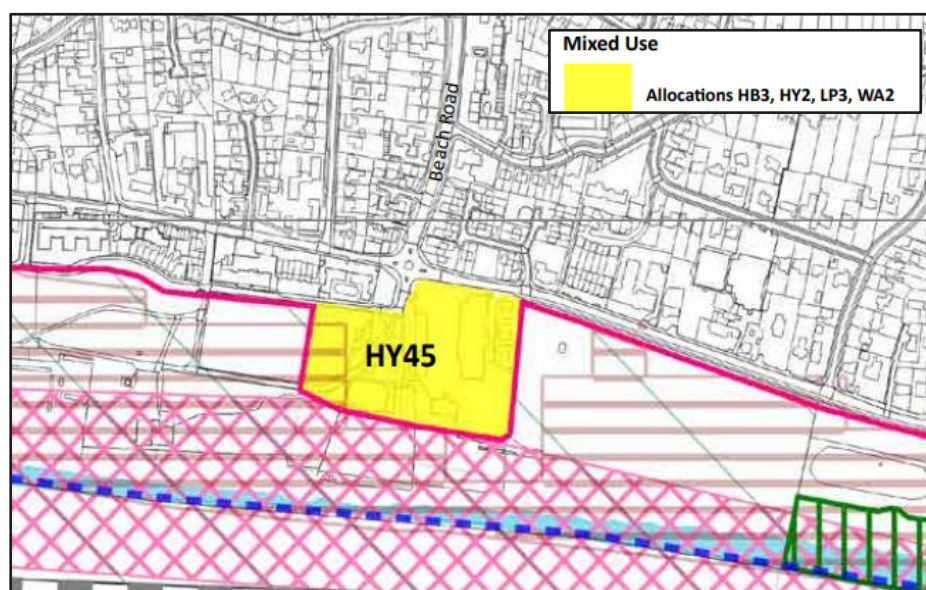
- 4.48 Policy CS19 requires new development to ensure that it makes the most effective use of existing infrastructure, including opportunities for co-location of facilities. The policy also requires proposals to safeguard the requirements of infrastructure providers such as through adequate flood protection measures.
- 4.49 Policy CS20 sets out the transport and access strategy and states development will be permitted that does not increase congestion and promotes better use of existing transport networks. Development will also be permitted that maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate.
- 4.50 Policy CS21 explains development will be permitted if on-site and/or off-site infrastructure requirements are met.
- 4.51 Policy DM3 states the change of use or development of land or premises currently or last used for B use class employment purposes to non-B use class employment will only be permitted where it has been demonstrated that the land or premises are not fit for purpose and financially unviable for B use class purposes.
- 4.52 Policy DM8 seeks to protect and enhance local habitats and landscape distinctiveness, including sympathetically incorporating existing features into the overall design of the scheme and providing new landscape work.
- 4.53 Policy DM9 explains that Planning Permission will only be granted for development in the coastal zone which inter alia: maintains and enhances the appearance and distinctiveness of existing settlements and landmarks along the coast, contributes positively to the landscape and has regard to best practice on the design of new buildings in coastal locations, and would not be detrimental to infrastructure for, and quality of, water-based recreation, or be detrimental to the safety of navigation.
- 4.54 Policy DM10 states that development that may cause pollution of water, air, or soil or pollution through noise, smell, smoke, fumes, gases, steam, dust, vibration, light heat, electromagnetic radiation and other pollutants will only be permitted if certain criteria can be met, including the health and safety of existing and future users of the site, or nearby occupiers and residents is not put at risk.
- 4.55 Policy DM11 seek to ensure that every opportunity is taken to increase integration of sustainable travel modes and availability of non-motorised modes by appropriate measures.
- 4.56 Policy D12 states new developments will be required to mitigate their travel impact, including the environmental impacts of travel (such as noise, air and visual pollution) and impacts on amenity, health and climate change.
- 4.57 Policy DM13 states Residential development will only be permitted where it provides car parking and cycle storage in accordance with the standards set out in the Residential Car Parking and Cycle Provision Supplementary Planning Document.



Allocations Plan

- 4.58 The allocations plan was adopted in 2014 and sets out the allocated land that will help deliver from 2013-2026 the development requirements for housing and employment set out in the Core Strategy.
- 4.59 The most pertinent inclusion within the plan is **Policy HY2: Hayling Island Mixed Use Allocations** which allocates the northern section of the Site for mixed-use development. The allocation is named 'Beachlands' (under Ref HY45) and also includes council-owned land to the west. The entire allocation is for 125 dwellings, leisure and tourism uses and is shown on Figure 3.
- 4.60 The allocation also sets out several development requirements including:
- Requirement for a coordinated approach;
 - Enhancement of Hayling Island's Tourism offer;
 - Avoid locating residential provision on the ground floor to reduce flood risk;
 - Mitigate any impacts on European and international wildlife sites and the adjacent SSSI;
 - Development should not result in increased car parking on the adjacent SSSI;
 - Connection to sewerage system at the nearest point of adequate capacity;
 - Accompanying reports inclusive of a flood risk assessment, heritage statement, ground quality conditions, employment and skills plan and transport statement.

Figure 3: Extract of Site Allocation Reference HY45 under Policy HY2 (Hayling Island Mixed Use Allocation)



- 4.61 Other policies contained within the Allocations Plan that are relevant to this application are as follows:



- Policy AL1: Presumption in Favour of Sustainable Development;
 - Policy AL2: Urban Area Boundaries and Undeveloped Gaps between Settlements;
 - Policy AL4: Coastal Change Management Areas;
 - Policy DM18: Protecting New Development from Pollution;
 - Policy DM20: Historic Assets; and
 - Policy DM24: Recreational Disturbance to Special Protected Areas (SPAs) from Residential Development.
- 4.62 Policy AL1 sets out the presumption in favour of sustainable development, explaining that the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the NPPF.
- 4.63 Policy AL2 identifies the urban areas, including Hayling Island of which the north section of the Site is located within. It states that planning permission will be granted for development within the undeveloped gaps that help to define the separate identity of settlements and prevent their coalescence only if it relates to small scale householder development; meets an overriding public need; or meets the policies for exceptional development in rural areas, set out in the NPPF.
- 4.64 Policy AL4: Coastal Change Management Areas states development proposals for new dwellings or conversion of existing buildings to residential use will not be permitted in the Coastal Change Management Areas (CCMAs) identified on the Policies Map. The southern region of the Site (where not development is proposed and outside of the allocations, coincides with the CCMA boundary).
- 4.65 Policy DM18 explains planning permission will be granted for development provided that projected levels of air, noise, vibration, light, water or other pollution do not have significant effects on the amenity of future occupiers or users of the proposed development.
- 4.66 Policy DM20 highlights that planning permission will be granted for development that conserves and enhances the historic assets of Havant Borough.
- 4.67 Policy DM24 states planning permission will be granted for residential developments that avoid or mitigate a likely significant effect on the SPAs, caused by recreational disturbance through the in-combination effect of net additional dwellings.

Hampshire Minerals and Waste Plan

- 4.68 The Hampshire Minerals and waste plan was adopted in 2013 and sets out a vision, objectives and Spatial Strategy and policies in the Plan, to enable the delivery of sustainable minerals and waste development that is right for Hampshire up to 2030.
- 4.69 Policy 15: Safeguarding – mineral resources within the plan is the most relevant policy to this application. The policy states Hampshire’s sand and gravel



- resources are safeguarded against needless sterilization by non-minerals development, unless prior extraction takes place.
- 4.70 Given the Site falls within the Minerals Consultation Area (MCA) for superficial sand and gravel (beach deposits) as per Hampshire County Councils (HCC) interactive policy map, HBC will be required to consult with HCC and take account of the local minerals plan before determining a planning application on any proposal for non-minerals development within the MCA.
- 4.71 Nonetheless, the Site is not a 'Safeguarded' Site in the Minerals and Waste Plan and is therefore not considered to be a site of highest importance in terms of resource protection. In addition, the Site extends to just 0.8 ha, comprises hardstanding and PDL and is already allocated for mixed use development, therefore it is not considered significant enough to undermine this mineral resource.

Emerging Local Plan

- 4.72 HBC are currently undertaking a local plan review to replace the adopted Core Strategy and Allocations Plan. HBC were at an advanced stage in the process; however, the 'Havant Borough Local Plan 2036' was withdrawn in 2021 during the examination stage owing to concerns raised by the examiner.
- 4.73 HBC are now working on a subsequent plan titled 'Building a Better Future' which will cover the plan period up to 2040 and is anticipated to be submitted to the inspectorate during quarter four of 2026 as per the most recent adopted Local Development Scheme (2024). The most recent work undertaken includes a call for sites exercise and consultation that will inform an upcoming draft Regulation 18 plan.
- 4.74 As there are no draft strategic or development management proposals published, the emerging Local Plan is given no weight.

Supplementary Planning Documents (SPDs) and Other Guidance Documents

HBC's SPDs of relevance in this case are:

- Housing Delivery Position Statement (March 2022);
- Borough Design Guide (December 2011);
- Housing (July 2011);
- Parking (July 2016, partially updated September 2019);
- Position Statement and Mitigation Plan for Nutrient Neutral Development;
- Developer Contributions Guide;
- Flood Risk Sequential Test & Exception Test (March 2023)



5.0 Key Planning Considerations

Principle of Development

HBC Housing Land Supply Position - Supply Update 2023

- 5.1 HBC currently has a housing land supply shortfall and are unable to demonstrate a five-year housing land supply (5YHLS). HBC's latest 5YHLS Update was published in March 2023 which indicated the council is only able to demonstrate a 1.81 year of supply with a 20% buffer and 2.17 year supply without.
- 5.2 Furthermore, HBC currently fail on the Housing Delivery test. The 5YHLS Update indicates a cumulative shortfall in housing has been increasing since 2017/2018. This now equates to a minus 761 shortfall using the Government's standard method.
- 5.3 Footnote 8 to paragraph 11(d) of the NPPF explains that for proposals involving the provision of housing, local housing policies should be considered out of date where the authority cannot demonstrate a five-year supply of housing (or a four year supply if applicable), or where the Housing Delivery Test indicates that the delivery of housing was less than 75% of the housing requirement over the previous three years. **In the case of HBC, both circumstances apply and hence HBC's housing policies can be considered out of date.**
- 5.4 This significant housing supply shortfall is therefore a key material consideration strongly in favour of this application proposal, as the spatial policies of the out-of-date Local Plan are not delivering the necessary housing. The engagement of both circumstances within footnote 8 highlights the dire housing situation in the Borough and the very substantial weight that should be attributed to the delivery of housing. **Paragraph 11d of the NPPF which sets out the presumption in favour of sustainable development is therefore engaged.**
- 5.5 Paragraph 11d (as also reiterated by Policy AL1) states that where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, granting permission unless:
- ii. The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. 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.
- 5.6 The 'areas or assets of particular importance' is defined in footnote 7 of the NPPF as relating to habitats sites and/or Sites of Special Scientific Interest (SSSI); Green Belt, Local Green Space, Areas of Outstanding Natural Beauty (AONB); National Park or defined Heritage Coast; irreplaceable habitats; designated heritage assets; and areas at risk of flooding or coastal change. The majority of the Site is in Flood Zone 3 and therefore has a high risk of flooding. However, the application is accompanied by a Flood Risk Assessment and Drainage Strategy



which explains that the Site would not be at risk of flooding or increase the flood risk to others as a result of the proposed development by ensuring the residential units are on the upper floors and through appropriate management of surface water runoff. In addition, the site was found suitable for mixed use development in the Strategic Flood Risk Assessment (SFRA) which informed the allocation of the site in the Local Plan. Therefore, there would be no adverse impacts as a result of the proposed development. Further detail on flood risk and drainage is set out later in this Section 5.

Site Allocation

- 5.7 The principle of the proposed development is established through the Site forming part of the wider Beachlands (Ref HY45) mixed use allocation under Policy HY2. The allocation confirms the Site is sustainably located and accessible, with several shops and cafés located along the seafront within walking distance, with further facilities/amenities located further afield (also in a walking/cycling) as discussed in Section 2.
- 5.8 Moreover, the allocation explains the Site is located in a strategic location, with development of the Site presenting an excellent opportunity to regenerate the heart of Hayling Island's year-round tourism. As already discussed, the Site is a partially vacant parcel of land and is classified as PDL in planning terms, with existing amusement facilities on the Site sitting underutilised and in greater need of a modern offering. This is given such facilities are in a degraded/deteriorating state which is a symptom of a lack of footfall and investment over recent years.
- 5.9 Accordingly, the proposed development constitutes a scheme that will make a valuable contribution towards meeting the local unmet housing needs, whilst activating the seafront through bottom floor commercial units. This means that South Hayling will be supported as an ongoing tourist location and existing commercial uses will be strengthened and in fact, contribute towards the creation of a local multiplier effect to provide a boost to surrounding uses. This is through the new residents and tourists to the Site, whom will likely be spending disposable income within nearby shops, services and facilities.
- 5.10 Such proposed use is also fitting with Policy DM3: Protection of Existing Employment and Tourism Sites. The proposal will revitalise the Site's existing uses which are evidently not fit for purpose and will be supported by residential units which will enhance the offering through activating the street scene. Such activation is enhanced by the public realm proposed that provides a boardwalk with a throughline to the beach, with planted beds to provide visual breaks. This is cognisant with the design principles in Policy CS16, critically in creating places where people want to live, work and relax.
- 5.11 It acknowledged that the principle of the scheme is subject to several specific design requirements. This includes avoiding residential provision on the ground floor; all 32 proposed units are located on floors 1-3, with four commercial units at the bottom. Other development requirements are outlined in the remainder of the technical topics discussed in this Section.



Urban Areas

- 5.12 The Site's sustainable and accessible location is further demonstrated through its allocation within an urban area. This is as per Policy CS17 which seeks to concentrate new housing within the five urban areas including Hayling Island.
- 5.13 The boundaries of urban areas are explicitly defined in the Policy AL2 allocations map and states that planning permission will be granted for development within the undeveloped gaps that help to define the separate identity of settlements and prevent their coalescence only if it relates to small scale householder development; meets an overriding public need; or meets the policies for exceptional development in rural areas, set out in the NPPF.
- 5.14 The application accords with the above, with the northern section of the Site where the quantum of the development proposed located within the defined urban boundary. The proposed mixed-use development adjoins built development (including residential) to the north, meaning the proposals are suitable and sympathetic to its immediate surroundings
- 5.15 The Southern area of the Site falls under a Coastal Change Management Areas and has been proposed to be undeveloped to accord with Policy AL4. Such area will also facilitate access and vistas to the sea, making the proposals an attractive location for users.
- 5.16 In any case, HBC cannot currently demonstrate a 5YHLS, meaning the weight to be attached to these policies is significantly reduced and the support for a Site in such a highly sustainable location should receive significant weight.

Flood Risk and Drainage

- 5.17 The application is accompanied by a Flood Risk Assessment and Drainage Statement. The reports confirms that whilst the majority of the Site is categorised as Flood Zone 3 which would normally initiate the need for a sequential test,, this is not relevant to the proposals. This is due to the fact the Site is allocated in the Local Plan and the sequential test has already been completed as part of the SFRA in November 2018 which informed the Local Plan and allocations. This approach is confirmed in paragraph 172 of the NPPF which states: *"Where planning applications come forward on sites allocated in the development plan through the sequential test, applicants need not apply the sequential test again"*.
- 5.18 Nonetheless, the Flood Risk Assessment supporting this application signifies the Site would not be at risk of flooding or increase the flood risk to others as a result of the proposed development. This is a consequence of the proposed management of surface water runoff which is proportionate for the development. This includes attenuation which uses ravel beach deposits as an infiltration system and the decision to locate residential units away from the ground floor.
- 5.19 With respect to the foul water drainage strategy, it is proposed that foul flows from the development will discharge into Southern Water sewer located to the north of



the Site subject to confirmation of the invert level of the head of the run. The layout is contained within Appendix I of the drainage statement.

- 5.20 In conclusion, this section accords with Policy HY2 that requires a Flood Risk Assessment to support the application which has demonstrated that the proposals would not place the Site at risk of flooding or increase the risk to others. This accords with policies Policy DM10 and DM18 which seek to limit pollution such that the health and safety of existing and future users of the Site, or nearby occupiers and residents is not put at risk.

Employment and Skills Plan

- 5.21 Another requirement under the Sites allocation Policy HY2 was for proposals to be accompanied by an Employment and Skills Plan. Such document has been prepared and demonstrates the scheme will have a 'positive effect' through the doubling of commercial units compared to that existing.
- 5.22 The plan also affirms the Site's existing employment benefits are currently incommensurable compared to the potential of the proposals which will unlock further economic growth. Currently, the Site's existing use only generates 4 No. full time staff for the Amusement arcade and 6 No. part time staff for the café. Comparatively, whilst at this stage it is unable to predict the precise additional opportunities, it will be reasonable to suggest that this at least doubles the employment currently offered.
- 5.23 Therefore, the proposals present an excellent opportunity to diversify the local employment base and boost the local tourism economy through commercial units that seek to increase the vitality of the seafront. This is cognisant with Policy CS6 that places an emphasis on regenerating the borough which has a focus on new employment opportunities.
- 5.24 It should be noted that the delivery of employment and skills on the Site and associated calculations will become more robust once more information becomes available as the Site progress through the development process.

Ground Contamination

- 5.25 Policy HY2 that allocates the Site, also requires proposals to investigate ground quality conditions, as part of a planning application, and address any matters arising as relevant.
- 5.26 Accordingly, a desktop contamination study has been undertaken which investigated the following within radius up to 2000m around the Site.
- Historical uses;
 - Waste and landfills;
 - Existing industrial uses;
 - Hydrogeology;



- Hydrology;
- River and coastal flooding;
- Surface water flooding;
- Groundwater flooding;
- Environmental designations;
- Visual and Cultural designations;
- Agricultural designations;
- Habitat designations;
- Geology;
- Boreholes;
- Natural ground subsidence;
- Mining and ground workings;
- Ground cavities and sinkholes;
- Radon;
- Soil chemistry;
- Railway infrastructure and projects.

5.27 Overall, the risks proposed by ground conditions are considered to be negligible to low risk and therefore does not present a constraint to the development proposals.

Transport and Highways

- 5.28 This application is accompanied by a Transport Assessment (TA) which reviews the existing transport conditions in the vicinity of the Site and assesses the potential effects of the development on the local highway network.
- 5.29 It explains that the proposal would include the construction of a new vehicle access point adjoining the sea front at the northwest corner of the site. The access would comprise of a 5.5m wide vehicle crossover and would allow ingress only, with vehicle departing via the adjacent car park.
- 5.30 The TA also assesses the Site's accessibility credentials. It is concluded that the Site is highly accessible for pedestrians via wide footways flanking either side of sea front, with the wider footway network within Hayling Island providing continuous pedestrian access to local amenities. It is also noted that The National Cycle Network (NCN) route 2 is situated c.550m to the west of the Site and runs north-south along the western side of Hayling Island, providing continuous off-road cycle access to Havant town centre.
- 5.31 Opportunities for active travel will be strengthened through the provision of cycle parking that is in accordance with HBC's Parking SPD as set out in Figure 3.2 of the TA. Accordingly, the proposals will support Policy DM11 which seek to take every opportunity to increase the integration of sustainable travel modes.



- Moreover, through encouraging active travel, Policy DM12 is also supported which seeks to mitigate the environmental impacts of travel (e.g. air quality pollution).
- 5.32 Additionally, the TA undertakes a robust vehicle trip generation assessment that identifies that the proposals would result in an additional 367 daily vehicle trips on typical weekdays, 128 additional vehicle trips on Wednesdays, and 242 additional vehicle trips on weekend days, however in reality the net trip generation is likely to be lower than this, including during peak hours, for the reasons set out in the TA. Thus, this not considered to constitute a significant impact on current highway conditions, and therefore, the scheme is in accordance with Policy CS20, which requires development not to not increase congestion and ensures the safe and efficient operation of the strategic and local road network.
- 5.33 Parking is not provided on Site, however HBC's Parking SPD states that *"where a lower level of parking is proposed, this will be assessed on a case by case basis. A justification would need to be provided which should consider accessibility to shops and services, accessibility to public transport and the site's relation to the relative accessibility of different areas set out in figure 3.1"*.
- 5.34 There are spaces available in the car parks to both the east (Funland Amusement Park) and west of the Site (by the council-owned public toilets) and residents who wish to own cars would be able to purchase season tickets for these car parks. In addition, there are good local public transport links which visitors will be encouraged to use, including the Beachlands bus stop which provides regular services to Havant town centre and railway station, as well as cycling and walking. The Site is therefore in an accessible and sustainable location and it is considered the absence of on-site parking provision is justified.

Ecology and Biodiversity Net Gain (BNG)

- 5.35 The application is supported by a Preliminary Ecological Appraisal and Roost Assessment which describes and evaluates features within the baseline area.
- 5.36 The report confirms the Site is subject to no on-site designations, however, highlights that to the east of the Site is the Beachlands East Site of Importance for Nature Conservation (SINC) and to the west is the Sinah Common Site of Special Scientific Interest (SSSI), Special Protection Area (SPA), Ramsar and Special Area of Conservation (SAC).
- 5.37 No further ecological surveys are recommended with respect to habitat and plants, designated sites, invasive/non-native species, invertebrates and bats.
- 5.38 The Roost assessment also confirms that buildings on the Site are 'negligible for roosting bats' and therefore no impacts to bats are anticipated as a result of the proposed development.
- 5.39 The application is also accompanied by an BNG assessment which makes recommendations to achieve net gain; without any measures, the scheme will result in an 34.21% net loss in habitats.



- 5.40 Potential measures that will be considered at the Site to ensure the statutory 10% net gain figure is realised are presented in Section 4 of the accompanying Biodiversity Net Gain Assessment and include a BNG Management Plan. The final details and proposals on BNG and ecological enhancements will follow shortly.
- 5.41 Overall, the proposal will accord with policy CS11 which requires development to protect and where possible enhance the borough's statutory and non-statutory designated habitats.
- 5.42 The site is within the Nutrient Neutrality SSSI Catchment established by Natural England and therefore a Nutrient Budget and Occupancy Calculator have been submitted with this application. This sets out the total annual nitrogen load that the proposal will be required to mitigate. A solution is currently being explored and will be confirmed in due course.

Heritage

- 5.43 The Site does not contain any designated heritage assets, however, there are several listed buildings in the vicinity, including three Grade II listed building to the west of the Site along sea front, the closest being the 'The Royal Hotel' located c.0.16km.
- 5.44 As outlined in the supporting Design, Access and Heritage Statement, the proposals have been carefully designed to ensure the scheme its sympathetic to the immediate surroundings both through scale and the proposed design which is coastal in nature. Rather, the proposals present an opportunity to regenerate a Site that has been in decline, with the buildings currently serving as a blight on the landscape given their lack of investment. Therefore, the proposed development has the potential to better enhance existing assets.
- 5.45 Accordingly, the proposals are in accordance with policy DM20, which highlights that planning permission will be granted for development that conserves and enhances the historic assets of Havant Borough.

Landscape

- 5.46 The accompanying Design, Access and Heritage Statement outlines how the proposals complement the surrounding landscape. This includes the proposed massing in which the scheme attains an atypical coastal design to ensure the development is sympathetic to the beachfront landscape, coupled with the buildings being only at 4-storey which is at a similar scale to the surrounding development.
- 5.47 This proposed intersecting pitched roofs will also break up the overall mass of each building and the choice of materials will create a beach hut feel, such that the development does not dominate the local landscape.



- 5.48 Additionally, landscaping proposals are incorporated into the scheme, including small, planted beds dispersed centrally along the boardwalk which will provide a visual break and contribute towards the activation of the street scene.
- 5.49 Overall, the proposal accords with relevant policies CS11, CS13 and DM8 in that it protects and enhances the landscape and distinctiveness, provides new landscape work and incorporates existing features into the overall design of the scheme.

Mineral Safeguarding

- 5.50 The Site falls within a Minerals Consultation Area for superficial sand and gravel. This is identified as an area to ensure consultation between the relevant district or borough planning authority, the minerals industry and the Minerals and Waste Planning Authorities before certain non-mineral planning applications made within the area are determined.
- 5.51 Although there is a shortage of sand and gravel across the HBC, the loss of the Application Site covering 0.81ha that already comprises hardstanding and PDL (in planning terms) through its existing amusement/tourism offering is not considered to be significant enough to undermine this resource.
- 5.52 Moreover, given the Site's allocation for mixed-use development under Policy HY2 and surrounding residential context, the Site has already been established appropriate for the proposed uses and it is not practical, realistic or cost-effective to extract the mineral from the Site.
- 5.53 Therefore, the proposals are considered in accordance with the objectives/role the Minerals Consultation Area and Hampshire and Minerals Waste Plan.

Planning Balance

- 5.54 At the heart of the NPPF is a presumption in favour of sustainable development. Achieving sustainable development means that the planning system has three overarching objectives which are interdependent and need to be pursued in mutually supportive ways. These are social, economic and environmental objectives⁴.
- 5.55 The proposed development would result in social benefits through:
- The delivery of 32 dwellings to provide much needed housing stock in HBC, within a highly sustainable and accessible location;
 - Enhancements to the public realm and development of a boardwalk that will provide a throughline/vista to the beach and Hayling Bay sea for the enjoyment of future residents/tourists;

⁴ NPPF Paragraph 8



- Two proposed buildings, which are mirrored and intersected by the boardwalk which will facilitate passive surveillance from dwellings on the Site;
- A highly sustainable location with access to a wide range of services and facilities within walking and cycling distance of the Site; and
- Ground floor commercial units that will provide new employment opportunities and will support the development in becoming self-sufficient meaning residents do not need to travel long distance to access their daily needs.

5.56 The proposed development would result in economic benefits through:

- The regeneration of a Site and wider location that has been subject to decline due to a symptom of limited investment. The commercial element and public realm will provide a modern offering, strengthening Hayling Island's and the Beachlands tourism base and economy;
- Contribution to a local multiplier through the influx of new residents and tourists to the Site, whom will likely be spending disposable income within nearby shops, services and facilities including shops/cafes on the seafront;
- An approximate two-fold increase of the existing employment opportunities currently present on the Site, providing a boost to the local economy; and
- Upskilling of the local population, as per the accompanying Beachlands employment and skills plan.

5.57 The proposed development would result in environmental benefits through:

- Making an efficient use of an underused brownfield site;
- The development will be carefully landscaped and designed to a high quality, ensuring it respects and is reflective of the local area; and
- Provision of small, planted beds dispersed centrally along the boardwalk which will provide a visual break and green an area with limited vegetation.

5.58 As such, it has been demonstrated that the proposed development would secure a plethora of benefits, critically in supporting HBC to address its undersupply of housing and the wider housing crisis. Such proposals are timely following recent governmental changes that have placed an increasing emphasis on housebuilding through establishing a 1.5 million home target over the next five years.

5.59 The proposals will also provide much needed regeneration of the Beachlands area and enhance its tourism base through the provision of commercial units that will promote footfall. Moreover, the proposals have been carefully designed to create active frontages to curate a strong sense of cohesion and allow for natural surveillance, encouraging use of the area which is supported through vistas over Hayling Bay.

5.60 The principle of development has been established through the Sites existing allocation for mixed-use. Furthermore, HBC's housing policies are out of date and therefore, in line with NPPF Paragraph 11d, it is clear that permission should be granted unless 'any adverse impacts of doing so would significantly and demonstrable outweigh the benefits'.



- 5.61 Accordingly, in weighing the planning balance, the proposed development would not result in any adverse impacts which would significantly and demonstrably outweigh the identified social, economic and environmental benefits. Therefore, in accordance with NPPF paragraph 11d, there is no clear reason for refusing the proposed development hence planning permission should be granted.



6.0 Affordable Housing Statement

6.1 The Housing Delivery Position Statement explains that developments of 10 dwellings or more will be expected to provide 30% affordable housing outside Havant, Waterlooville and Leigh Park town centres.

6.2 However, it goes on to state:

“the approach provides flexibility where site conditions may influence the actual level of affordable housing requirement which can be provided without undermining the overall viability of the scheme. This is particularly relevant for regeneration sits in the Borough’s town centres. If providing policy compliant affordable housing provision would render a scheme unviable, the Council will expect the applicant to maximise affordable housing provision within the limits of viability. The amount of affordable housing which can be provided must be evidenced by an open book financial appraisal. This must demonstrate that the applicant has explored all options for the amount, mix and type of affordable housing that will meet a genuine affordable housing need in consultation with the Council. The Council will expect applicants to provide site-specific viability assessments which follow standardised inputs”.

6.3 No affordable housing is proposed due to the site being a brownfield regeneration scheme and the high costs associated with this type of development, meaning affordable housing provision would render the scheme unviable. Evidence on this in the form of a viability appraisal can be provided if required.



7.0 Planning Obligations Statement

- 7.1 The Applicant proposes to enter into a legal agreement through S106 of the Town and Country Planning Act 1990 (as amended) to secure necessary planning obligations. The precise nature of the planning obligations to be provided will be negotiated during the course of the planning application, but it is anticipated that the S106 agreement may secure the following:
- Nutrient Neutrality;
 - Provision and Management of Open Space and Communal Areas;
 - Site Specific Infrastructure/Highways Works/Management;
 - Implementation and Monitoring of Travel Plan;
 - Employment and Skills Plan; and
 - Avoiding Recreational Impacts on Chichester and Langstone Harbours Special Protection Area (SPA) through the Solent Recreation Mitigation Strategy.
- 7.2 This will ensure the infrastructure is provided in support of the proposed development and ensure compliance with Policy CS21: Developer Requirements of the adopted Core Strategy and HBC Developer Contributions Guide.



8.0 Summary and Conclusions

- 8.1 SLR Consulting Limited (SLR) on behalf of Mr Warren Peak, have prepared this Planning Statement in support of a full planning application made to HBC.
- 8.2 The full development description is as follows:
- “Full Planning Application for the development of 4no. commercial units (E Use and 32no. residential units (C3 Use) over four floors with associated open space, public realm enhancements, demolition of the existing Beachlands Amusement Arcade Buildings and dwelling and associated works”.*
- 8.3 The Site is part of the wider site allocation, with all proposed built development within the Urban Area Boundary and is wholly within the identified Regeneration area. It also makes use of an underused, brownfield site in a sustainable location that is in great need of redevelopment. The proposals therefore accord with HBC’s overall Development Plan and spatial strategy for Hayling Island in particular.
- 8.4 HBC cannot currently demonstrate a 5YHLS and have failed the Housing Delivery test. This means that the weight to be attached to policies concerning the delivery of new housing is reduced as they are considered out of date. The provisions of paragraph 11d of the NPPF – the presumption in favour of sustainable development and the tilted balance is engaged.
- 8.5 This Statement has demonstrated the significant benefits the proposal would offer, and it is clear the proposed development would not result in any adverse impacts which would significantly and demonstrably outweigh the identified social, economic and environmental benefits.
- 8.6 Therefore, having regard to the Development Plan, the NPPF and other material considerations identified, planning permission should be granted.





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