

Planning Statement

Land at Fathoms Reach and Southleigh Grove, Hayling
Island PO11 0RR

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Prepared for:

Taylor Wimpey UK Ltd

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1 Introduction

- 1.1. Vail Williams LLP has been instructed by Taylor Wimpey UK Ltd to submit a planning application for 51 dwellings at Land at Fathoms Reach and Southleigh Grove, Hayling Island PO11 0RR.
- 1.2. In addition to this Planning Statement the application is supported by the following documentation:
 - Application Form
 - Application Fee
 - Existing and Proposed Plans
 - Location Plan
 - Design and Access Statement
 - Highways Assessment and Travel Plan
 - Flood Risk Assessment and Drainage Strategy
 - Phase 1 Ecology Survey
 - Bat Survey
 - Reptile Survey
 - Arboricultural Impact Assessment and Tree Protection Plan
 - Desk Based Heritage Assessment
 - Ground Investigation Report

2 Executive Summary

- 2.1. Taylor Wimpey is one of the UK's largest residential developers, building and selling over 10,000 homes each year. As a responsible developer, we make a positive contribution to the communities in which we work and look to promote the sustainability of the site.
- 2.2. This application follows pre-application discussions with Havant Borough Council and Hampshire County Council to discuss planning constraints and to agree the highways and drainage strategy for the development.
- 2.3. At the core of the NPPF is a presumption in favour of sustainable development. Paragraph 8 of the NPPF states there are three objectives to sustainable development; economic, social and environmental. This planning application will meet the objectives strands of sustainable development through:

Economic

- Our proposals carry wider benefits to the community of Hayling Island beyond the provision of much-needed new homes. The benefits include financial contributions towards the local community as part of our proposed development (to be agreed with the local authority).

Social

- The proposed development will help the local authority widen the opportunities for home ownership while creating an inclusive and sustainable community.
- The proposed development would deliver much needed housing in the locality given the Council's lack of a 5 Year Housing Land Supply.

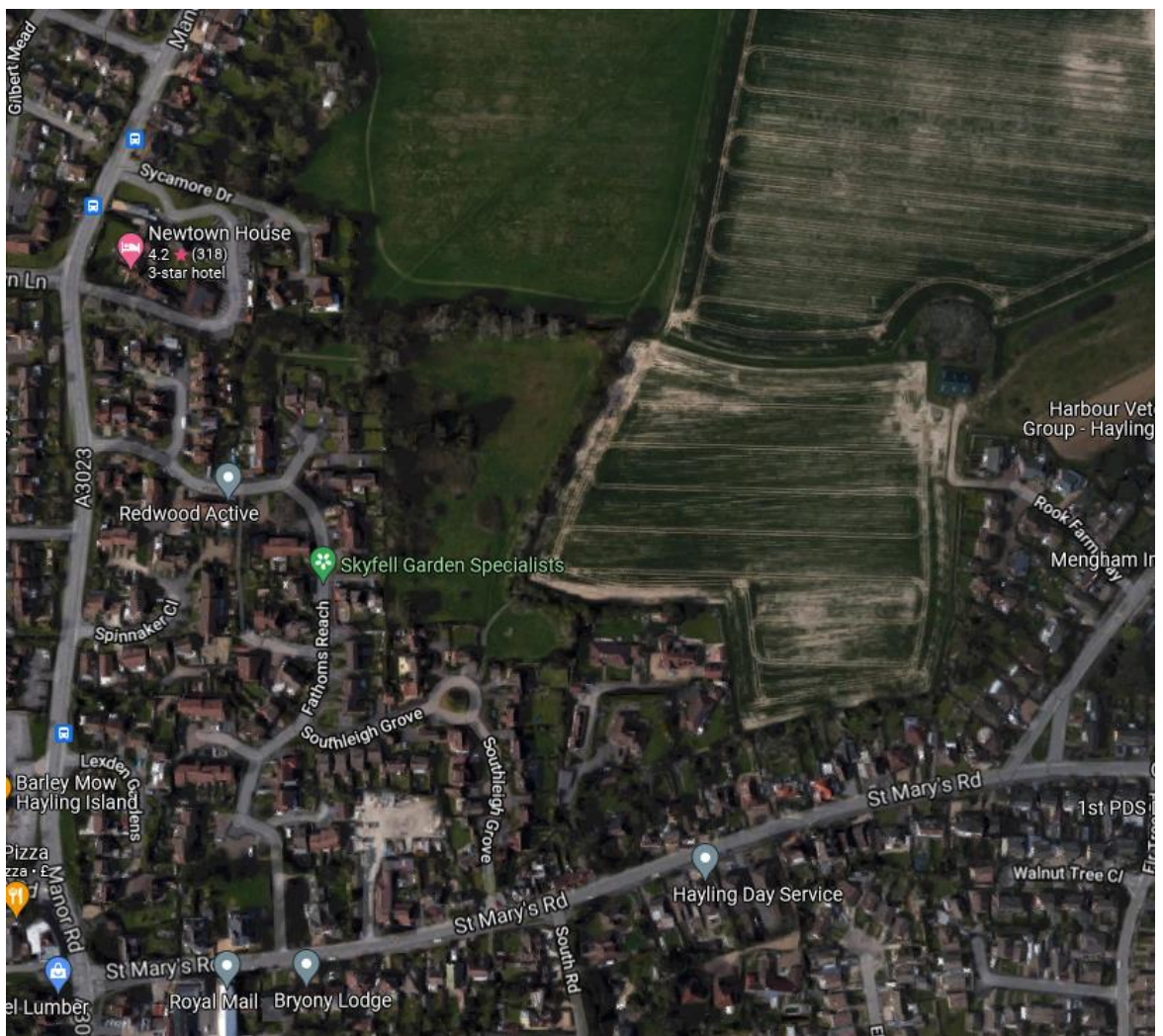
Environmental

- The design of the new homes reflects and complements the local character and appearance of the area. External finishes such as red brick, cladding, tile hanging and flint, along with a mixture of red, brown and grey roof tiles, reflect the local area.
- The site is located within Flood Zone 1 (land having a less than 1 in 1,000 annual probability of river or sea flooding) and is therefore deemed to be at low risk from flooding. However, recent extreme weather conditions have resulted in more localised surface water flooding, particularly within the south eastern corner of the site.
- A comprehensive drainage strategy means that development of the site would not increase the risk of flooding within the site, or elsewhere.
- The development will incorporate an ecology buffer around the site to maintain protected species and provide visual amenity benefits.

- 2.4. Furthermore, the proposed development would contribute towards housing supply in the borough in light of the current 5 Year shortfall. This additional public benefit carries significant weight suggesting that planning permission should be granted. The site is identified as a housing allocation as part of the emerging Local Plan.
- 2.5. The proposed development represents high quality design through its use of materials, scale and massing.
- 2.6. Safe access and egress can be achieved through a new access from Fathoms Reach and there would be no harm to highway safety.

3 Site Description

- 3.1. The site is on the southern end of Hayling Island, located to the east of Fathoms Reach and to the north of Southleigh Grove. A location plan accompanies this planning application. The site forms a parcel of undeveloped land covering an area of 1.6 ha.
- 3.2. Access to the site would be obtained via a new access road from Fathoms Reach.
- 3.3. The site sits beside a residential area to the south and west of the site. The site is also adjacent to agricultural land to the east and north of the site. There is a Holiday Park further to the north of the site.



Site Aerial Courtesy of Google

- 3.4. The site's features are as follows:
 - within Flood Zone 1, according to the Environment Agency's website, and is therefore not considered at risk of flooding from rivers or seas in planning terms.
 - within a mile of a water based Special Protection Area, Site of Scientific Interest, RAMSAR, Special Area of Conservation and Local Nature Reserve according to Natural England's website.

- not located adjacent to or within the setting of a listed building according to Historic England's website. The site is located over 100m away from the grade II listed Newtown House Hotel.
- 0.2 miles away from a bus stop on Manor Road which serves the number 30 bus between Eastoke and Purbrook.
- 0.3 miles from Hayling Park recreation ground.
- close to a number of amenities on Station Road.
- adjacent to the urban area boundary of development on Hayling Island

4 Planning History

- 4.1. From a review of the Council's website there do not appear to be any relevant planning history records associated with the site.
- 4.2. However, the site has been subject to 2 previous pre-application submissions under reference GEN/17/01060 and x. Minutes of the pre-application meeting have been included in Appendix 1 of this Statement.
- 4.3. In addition, while not directly relating to the application site, the following planning history is relevant when considering the proposed development:
 - APP/20/01093 | Erection of 195No. dwellings, associated open space, pumping station, sub-station and formation of new vehicular access off Sinah Lane. Change of use of land from agricultural to a Wader and Brent Geese Refuge Area (Resubmission of APP/18/00724) – Land at Sinah Lane, Hayling Island. Approved June 2021.
 - This application relates to another residential development on Hayling Island. A previous application for the site (reference APP/18/00724) was appealed on non-determination.
 - This application highlights that development on Hayling Island can be facilitated with appropriate infrastructure improvements / contributions relating to highways and drainage. It was also considered that this application was not premature in advance of the adopted emerging Havant Local Plan 2036.

5 Pre-Application Discussions

- 5.1. The applicant undertook two pre-application meetings with Hanvant Borough Council in October 2017 and April 2021. The outcome of these meetings is summarised below.

Principle

- 5.2. The principle of residential development on this site was considered to be acceptable taking into account the draft Policy H28 allocation of the site under the emerging Local Plan and the absence of a 5 Year Housing Land Supply.

Density

- 5.3. Concerns were raised regarding the lower density of the proposed development. For reference, the pre-application scheme was for approx. 40 dwellings. It was highlighted that the constraints of the ecology buffer requirement, drainage requirements and the need to avoid root protection areas contributed to a reduction in density. The Officer commented that an alternative housing mix could be explored to increase the density of the site.

Highways

- 5.4. The officer noted that this would be an issue for Hampshire County Council to consider. Separately, the applicant's Highways Consultant Hydrock engaged Hampshire County Council's Highways Team who agreed on the highways strategy of the development.

Nitrates

- 5.5. The Officer noted that a mitigation scheme had been adopted with Phase 1 of the Council's delivery being set up with a Phase 2 being worked on.

Public Rights Away

- 5.6. The Officer noted that the development would need to provide links with wider networks and the development would need to promote the 'permeability' of the site.

Ecology

- 5.7. The ecology consultee highlighted the need to mitigate any ecological impacts of the development.

Contamination

- 5.8. The Officer highlighted that contamination impacts of the development will need to be considered.

6 Proposed Development

- 6.1. The overall site is approximately 1.6ha and proposed for residential development and associated infrastructure. The proposal comprises of up to 51 dwellings with associated access from Fathoms Reach following demolition of the residential dwellings 61, 63, 65, 67 and 69 Fathoms Reach.
- 6.2. The proposed development comprises dwellings ranging in size from 1 bedrooms to 4 bedrooms. The development also includes 9 no 1 and 2 bed apartments within an on the north eastern corner of the site. The houses will be of 2 storeys in height and the apartment block is 3 storeys in height to match the scale of the local area. The development includes 14 affordable dwellings which is a provision of 30% of the net increase in dwellings.

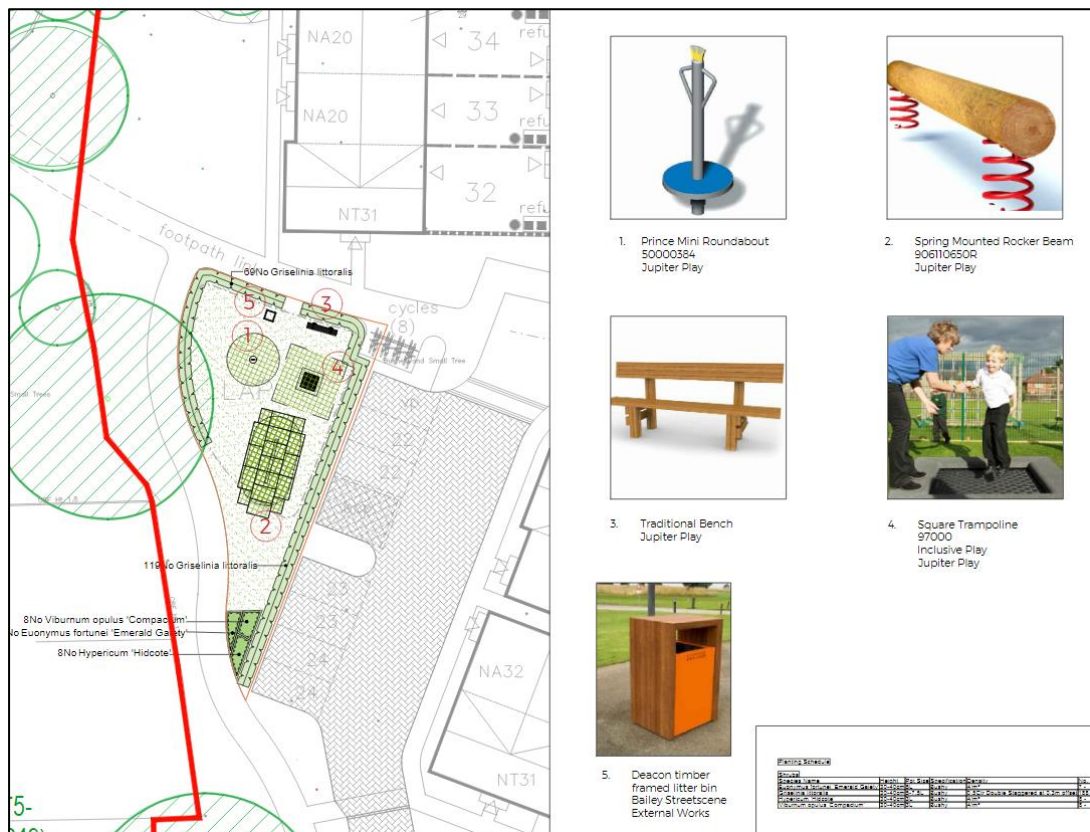


Proposed Landscape masterplan

- 6.3. The proposed housing mix is as follows:

- 19 no. 2 bedroom houses
- 18 no. 3 bedroom houses
- 5 no 4 bedroom houses
- 3 no 1 bedroom apartments
- 6 no 2 bedroom apartments

- 6.4. Vehicular access would be gained from Fathoms Reach through the demolition of 5 existing dwellings on Fathoms Reach. Pedestrian and cycle links are proposed to connect the site to Fathoms Reach on the west through to St Mary's Road to the east. The pedestrian and cycle link would also provide access to the Rook Farm development to the east should this development come forward.
- 6.5. The proposed development provides 110 parking spaces, including unallocated visitor parking spaces. Each dwelling will feature a shed or garage for the storage of two cycles, whilst the block of flats incorporates a cycle store for 15 cycles, plus 6 visitor cycle parking spots. Passive Electric Vehicle charging is provided for each dwelling.
- 6.6. An ecology buffer is provided along the boundary of the site in order to minimise any impact on ecology.
- 6.7. The proposed development also incorporates a detailed landscape scheme and play area as open space.



Proposed Play Area

7 Statement of Community Involvement

7.1. During the iteration of plans for the proposed development, consultation was undertaken with:

- Nearby residents
- Planning officers through pre-application discussions
- Highways and Drainage officers at Hampshire County Council through pre-application discussions

7.2. Prior to the public consultation of the proposed development, pre-application discussions took place between Planning Officers David Eaves and Steve Weaver and the project team. In short, the meetings concluded that the proposed development was acceptable in principle subject to detailed matters such as highways and drainage.

7.3. Following this pre-application advice, the project team facilitated an online public consultation of the plans of the proposed development. Of the circa 206 letters sent out to local residents, 32 members of the public responded. The feedback forms (redacted) are included within Appendix 1.

7.4. The feedback comments received are summarised as follows and our response is provided in italics

- Concerned with heavy lorries, dust and fumes associated with construction

A Construction Management Plan will be conditioned as part of any planning permission in order to manage the effects of construction on neighbouring residents. This will require approval from the Local Planning Authority.

- Not enough parking is proposed as part of the development.

The proposed development includes the provision of 110 parking spaces and is considered appropriate for the size of development close to local sustainable transport nodes. Further information can be found in the Transport Statement submitted with this application.

- Concerned about there not being enough Electric Vehicle Parking

The development includes Electric Vehicle charging provision in line with Havant Borough Council's Parking Standards. In addition, passive charging points are to be provided for each dwelling to accommodate future Electric Vehicle demand.

- The road is already too busy and increased traffic will be unbearable

The project team engaged with Hampshire County Council's Highways Team at an early stage. It has been found that there is sufficient capacity in the local road network to facilitate the proposed development. Further information can be found in the Transport Statement submitted with this application.

- A second access / egress road is necessary to facilitate the project

As highlighted above, the applicant has engaged with Hampshire County Council's Highways Team to ensure that the proposed access is sufficient from a highway safety perspective. Further details are provided in the Transport Statement submitted with the application.

- The proposed access is not suitable for heavy goods vehicles during construction.
- *As highlighted above, the applicant has engaged with Hampshire County Council's Highways Team to ensure that the proposed access is sufficient from a highway safety perspective. As above a Construction Management Plan will be conditioned as part of any planning permission in order to manage the effects of construction on neighbouring residents.*
- There are not enough school, doctor or dentist places.

Local infrastructure capacity will be assessed as part of the planning application and a financial contribution will be provided to the Council where it is identified that additional infrastructure is needed. In addition, the proposed development will contribute towards the Council's Community Infrastructure Levy which makes provision for the type of infrastructure mentioned.

- Without upgraded infrastructure, the Island cannot cope with more housing

See bullet point above.

- The development will disturb the wildlife on the site

The applicant has conducted multiple ecology surveys on the site to identify protected species and provide mitigation options where relevant. An ecology buffer is proposed on the northern and eastern boundaries to facilitate mitigation options.

- Concerns relating to wider highways infrastructure on Hayling Island

As highlighted above, the applicant has engaged with Hampshire County Council's Highways Team in order to determine any highways impacts and the infrastructure that may be required to facilitate the proposed development.

- Concerned with flood risk on and off the site

The site is located within Flood Zone 1 which is a the lowest risk of flooding. The Flood Risk Assessment submitted with the application concludes that an appropriate drainage system can be provided.

- Concerned with existing drainage system not being maintained

The proposed development would include a new drainage system to meet the requirements of the new development and to ensure that flooding is not increased elsewhere. The proposed drainage system will be required to be maintained by planning condition in line with the Environment Agency and Hampshire County Council's standards.

- Asked if homeowners will still be able to get house insurance in 2030

This is a non-planning matter.

- The proposed dwellings seem in-keeping with the houses in the area.

Accepted.

- Design – comments stating that would prefer more traditional homes

The proposed development uses materials similar to the local area. Further detail is provided in the Design and Access Statement submitted with the application.

8 Utilities Statement

- 8.1. The following information provides an overview of the utility requirements for the application site:

Gas

- 8.2. The gas connection will be to the existing SGN 63mm Polyethylene (PE) low pressure (LP) located within the footpath of Fathoms Reach (within the site boundary).
- 8.3. A new low-pressure network will be installed across the site allowing for individual connections to each plot terminating at a smart meter in either an approved ground mounted multi-box or wall mounted box (recessed or surface mounted).

Electricity

- 8.4. The electricity supply will be provided through Scottish and Southern Energy (SSEN). There is sufficient capacity within the local LV network to accommodate the capacity from the development.
- 8.5. A link box TriConnex will be installed to supply the development allowing for individual services as follows:
- 8.6. For houses, individual services for each residential unit terminating within an approved external meter box or an agreed internal ground floor position.
- 8.7. For flats, an LV main into the stair core of the apartment block with riser cables and MSDBs and individual services for each apartment terminating at the redhead within the riser cupboard on the same floor as the flat it serves.
- 8.8. Plots 50 and 51 will be connected via direct single connections to the low voltage main located within Fathoms Reach within the site boundary individual services for each residential unit terminating within an approved external meter box or an agreed internal ground floor position.

Electric Vehicle – Load allowances

- 8.9. A capacity provision of 7kW 32A is required for electric vehicle chargers to all houses with either, an attached garage/driveway / on plot / remote allocated parking. These calculations are based on the installation of Smart chargers.

Water

- 8.10. The development will connect into the existing Portsmouth Water main which is located within the footpath of Fathoms Reach at the site entrance.
- 8.11. Plots 50 and 51 will be connected via direct single connections to the Portsmouth Water main located within Fathoms Reach within the site boundary. Individual services for each residential unit will terminate within an approved external meter box or an agreed internal ground floor position.

Waste Water Infrastructure

- 8.12. Development of the site should take place with separate systems for sewage and surface water drainage. The separate sewer system should extend to the public sewer. A discharge application will be made by the NAV to the incumbent authority for the discharge of sewage. This application will be for 'domestic wastewater' only, the NAV must be consulted in respect of any proposed trade effluent discharge to the public sewer. Land and highway drainage have no right of connection to the public sewer network. Land drainage will not be allowed into a public sewer.

Ultra-Fast Fibre Optic Network

- 8.13. The site can be serviced with ultra-fast fibre optic broadband. TriConnex will connect to the existing fibre network and will undertake all off-site works, excavation, ducting, and fibre installation to a new cabinet adjacent to the site boundary.
- 8.14. Each property will be provided with ultra-fast fibre and telephone connections, including supply and installation of the home hub box, power adaptor and battery backup, ONT (Modem) and telephone adaptor.

9 National Planning Policy

National Planning Policy Framework (NPPF) Adopted 2021

- 9.1. Paragraph 8 of the NPPF details the three dimensions of sustainable development which are as follows:-
- **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 a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
 - **An environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve

biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

- 9.2. Paragraph 10 states that at the heart of the NPPF is a presumption “in favour of sustainable development”.
- 9.3. Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development. For decision-making this means:
 - approving development proposals that accord with an up-to-date development plan without delay; or
 - 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.
- 9.4. Paragraph 11 goes on to state 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:
 - 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.
- 9.5. Footnote 8 clarifies that policies are considered out of date in situations where the local planning authority cannot demonstrate a 5 year supply of deliverable housing sites (with the appropriate buffer, as set out in paragraph 74); or where the Housing Delivery Test indicates that the delivery of housing was substantially below (less than 75% of) the housing requirement over the previous 3 years.
- 9.6. It is noted that Havant Borough Council’s December 2020 Five Year Housing Land Supply Update identifies a supply of only 4.8 years. It is understood that since this date several sites have been removed from the Council’s supply and therefore it is expected that the Council’s Housing Land Supply is lower than this figure. Therefore, Paragraph 11(d) is engaged and that the policies which are most important for determining the application are out-of-date
- 9.7. It is also noted that the Housing Delivery Test 2020 Measurement identifies that the Council have delivered 72% of their housing target over the last 3 years. Therefore, the presumption in favour of sustainable development is engaged.
- 9.8. Paragraph 47 states that planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.

- 9.9. Paragraph 60 states that to support the government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.
- 9.10. Section 9 of the NPPF promotes sustainable travel through decreased reliance on the car and limiting the need to travel.
- 9.11. Paragraph 105 of the NPPF identifies how parking provisions should be calculated and this process will be completed through a parking assessment accompanying the planning application.
- 9.12. Paragraph 110 states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
 - appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - safe and suitable access to the site can be achieved for all users;
 - the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
 - any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
- 9.13. Paragraph 113 states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.
- 9.14. Paragraphs 117 and 122 promote effective use of land. This can be explained through making sure developments are in locations that are best for their use and paragraph 121 goes further to state that local planning authorities should take a positive approach to applications for alternative uses of land which are currently developed but not allocated for specific purpose in plans where this would help meet unidentified development need. In particular is the need to provide new homes.
- 9.15. Section 12 of the NPPF expects new developments to be of high quality design and to respect local character whilst also achieving local aspirations. Well designed developments and achieving the aspirations of Section 12 is described in detail within paragraph 127 which sets out the criteria by which development should be assessed. This criteria will be responded to in the Design and Access Statement produced by the architect.
- 9.16. Paragraph 131 states that trees can make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decision should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards) and that appropriate measures are put in place to ensure that new trees are maintained.

- 9.17. Section 14 focusses on ensuring that new development is protected from climate change whilst also not adding to the climate crisis.
- 9.18. Paragraph 167 states that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment.
- 9.19. Paragraph 169 states that major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate. The systems used should:
- take account of advice from the lead local flood authority;
 - have appropriate proposed minimum operational standards;
 - have maintenance arrangements in place to ensure an acceptable standard of operation for the lifetime of the development; and
 - where possible, provide multifunctional benefits.
- 9.20. Section 15 focusses on conserving and enhancing the natural environment through increased biodiversity, preventing new development from contributing to unacceptable levels of pollution and enabling development to mitigate degraded derelict and contaminated land.

10 Local Planning Policy

Havant Local Plan (Core Strategy), 2011

- 10.1. Policy CS7 (Community Support and Inclusion) states that planning permission will be granted for development that has been informed and shaped by community and local stakeholder involvement. Prior to the submission of any application and under the guidance of your authority public consultation will be undertaken.
- 10.2. Policy CS9 (Housing) states that planning permission will be granted for housing proposals that will:
- Contribute to Havant Borough Council's goal of achieving 6,300 new dwellings between 2006 and 2026.
 - Deliver 30-40% affordable housing on sites of 15 dwellings (gross) or more.
 - Ensure mixed communities are created through the planned distribution.
 - Achieve a suitable density of development for the location.
 - Provide a mix of dwelling types, sizes and tenures which help meet identified local housing need.
 - Ensure housing development is delivered in a phased manner and avoid unnecessary development on greenfield urban extension sites.
- 10.3. The proposed development would contribute to Havant Borough Council's housing land supply target. The development would be able to provide affordable housing on the site at an appropriate rate subject to viability. Given the Housing Land Supply position and need, this logical extension onto a greenfield site, adjacent to the settlement boundary is considered necessary.

- 10.4. Policy CS13 (Green Infrastructure) states that development will be permitted that maintains and manages green infrastructure, makes improvements to existing green infrastructure, does not undermine green infrastructure and creates (where appropriate) new green infrastructure through on site provision or financial contributions.
- 10.5. The proposed development would be able to make a contribution to improving green infrastructure through developer contributions, subject to viability.
- 10.6. Policy CS17 also states that development in the non-urban areas will only be permitted if it is consistent with the policies for the countryside set out in national policy.
- 10.7. Policy CS19 (Effective Provision of Infrastructure) states that development will be permitted where:
 - It ensures that it makes the most effective use of existing infrastructure.
 - It ensures that if there is a proven need for additional infrastructure, a programme of delivery has been agreed with the relevant infrastructure provider that coordinates contributions from the development with other investment streams before development begins.
 - A programme of delivery of improved or new infrastructure needs to be agreed; the nature, scale and phasing of any infrastructure will be commensurate with the form of the development and its potential impact upon the surrounding area.
 - A programme of delivery of improved or new infrastructure is agreed so that the facilities being provided are accessible by a range of transport modes and meet the needs of the borough's community.
 - It promotes the creative multifunctional use of existing and proposed facilities.
 - It ensures that new infrastructure supports the local economy.
 - It ensures that decisions on the provision of infrastructure are taken on the basis of whole-life costing.
 - It safeguards the requirements of infrastructure providers
 - It does not result in the loss of flood protection, education, health, social and other publicly-provided community buildings, structures or services, except where it is part of a service provider's plans to provide improved local services in equally accessible locations.
- 10.8. Policy CS20 (Transport and Access Strategy) states that development will be permitted that:
 - Is consistent with and contributes to the implementation of the 'Reduce, Manage and Invest' strategy.
 - Does not increase congestion and promotes better use of existing transport networks.
 - Improves accessibility to goods, services and employment and promotes equality in the transport system.
 - Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network.
 - Ensures that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users.
 - Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport

- Improves highway, cycling and pedestrian links through the borough.
- 10.9. Policy CS21 (Developer Requirements) states that where new or improved infrastructure is essential for planning permission to be granted the council will require on-site or off-site provision/contributions for a range of infrastructure elements.
- 10.10. Policy DM8 (Conservation, Protection and Enhancement of Existing Natural Features) states that Development will only be permitted where it protects and enhances local habitats and landscape distinctiveness and which addresses all of the relevant criteria as set out below:
- Protects natural features of nature conservation and/or amenity importance on the site, for example trees, woodlands, hedgerows, soils, streams, stream corridors, springs, ditches or ponds from damage, destruction and a deterioration in quality.
 - Sympathetically incorporates existing features into the overall design of the scheme including measures taken to ensure their continued survival.
 - Provides new landscape works that integrate successfully with the local environment and existing natural features, using local materials and plant species and making provision for future maintenance of new landscape works associated with new developments.
 - Ensures sequences of greenspaces are maintained and protects the attractiveness and visual amenity of all green open spaces that contribute to the identity of the borough.
- 10.11. Policy DM11 (Planning for More Sustainable Travel) states that the council will seek to ensure that every opportunity is taken to increase integration of sustainable travel modes and availability of non-motorised modes by appropriate measures.
- 10.12. Policy DM12 (Mitigating the Impacts of Travel) states that 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.
- 10.13. The site is considered to be located in a sustainable location, close to bus stops and local amenities along Station Road. Where possible, the scheme will be designed to integrate within the local community utilising the sustainable credentials of this site.

Havant Borough Local Plan (Allocations) July 2014

- 10.14. Policy AL1 (Presumption in Favour of Sustainable Development) states that the Council will take an approach that reflects the presumption in favour of sustainable development contained in the NPPF.
- 10.15. Under Policy AL2 (Urban Area Boundaries and Undeveloped Gaps between Settlements) the proposed development is located adjacent to the Urban Area Boundary of Hayling Island. This policy appears to exist to retain the separation between settlements.
- 10.16. It is noted that the site is a proposed allocation as part of the Draft Local Plan 2036 and therefore development in this location is supported in principle.
- 10.17. Policy DM24 states that planning permission will be granted for residential developments that avoids or mitigates a likely significant effect on Special Protection Areas, caused by recreational disturbance through the in combination effect of net additional dwellings.

Emerging Havant Borough Local Plan, Submission Version, 2021

- 10.18. The emerging Havant Borough Local Plan was submitted to the Secretary of State in February 2021. Stage 1 of the Local Plan examination hearing sessions, which dealt with some of the more strategic matters, took place on 12 July 2021 until 16 July 2021. The Inspector has issued their Interim Findings Report which directs that the Council should undertake further work and resubmit the plan following further consultation. The Council has requested that the examination continue so that it can progress its local plan while further work is done in the background to address the points raised by the Inspector. This means that the plan has limited weight in decision making, however this still gives a general direction of travel on the Council's view of the development proposals on the site.
- 10.19. Pages 1 and 2 of the report address the Hayling Island Transport Strategy and raises concerns on school holiday and weekend traffic impacts on the island. The recommendation is that further work needs to be undertaken before the amount of development identified for Hayling Island can be found sound.
- 10.20. While the Inspector raised concerns regarding transport for new development on Hayling Island, from the technical considerations undertaken the proposed development is acceptable and would not lead to adverse impacts on the highway network as demonstrated in the Transport Assessment submitted with this application.
- 10.21. Whilst the emerging plan carries limited weight in decision making, a summary of the key policies for the proposed development is provided below.
- 10.22. Policy E2 (Green Infrastructure) states that proposals for residential development of 50 dwellings or more will be permitted where on-site open space is provided to a standard of 1.5 ha per 1,000 population.
- 10.23. Policy E18 (Trees, Hedgerows and Woodland) states that development affecting trees, hedgerows and woodlands will only be permitted where it:
- Reflects, conserves or enhances the existing landscape and integrates the development into its surroundings, adding visual interest and amenity;
 - Adequately protects existing trees and hedgerows including their root systems prior to, during and after the construction process; and
 - Will not result in the loss or deterioration of ancient woodland and ancient or veteran trees.
- 10.24. Policy E18 goes on to state that the Council will refuse planning permission for proposals that threaten the retention of important trees, hedgerows, and woodland, unless the need for, and benefits of development in that location clearly outweigh the impact of the proposal.
- 10.25. Policy E19 (Best and Most Versatile Agricultural Land) states that development of allocated greenfield sites of 50 dwellings or more which contain BMV agricultural land must include community food growing provisions (e.g. allotments) as part of the open space required under Policy E2.
- 10.26. Policy H1 (High Quality New Homes) states that residential development will be expected to include the provision of:
- New homes which meet appropriate internal space standards;
 - Sufficient private and/or communal outdoor amenity space; and

- 30% of dwellings designed to enhanced accessibility and adaptability standards across all tenures on developments of 10 houses (gross) or more; and
- 10.27. In addition, Policy H1 requires outdoor amenity space to be of a sufficient and functional size to meet the needs of the likely number of occupants; and be designed to provide a good level of amenity by maintaining a reasonable degree of separation between the new dwellings and the surrounding properties.
- 10.28. Policy H2 (Affordable Housing) requires a provision of 30% affordable housing on the proposed development site. In addition, 10% of the total number of new homes should be for shared ownership.
- 10.29. Policy H3 (Housing Density) identifies a minimum density of 40 dph for the site.
- 10.30. Policy H4 (Housing Mix) states that development proposals of 10 or more new homes (gross) will be expected to:
 - Provide a range of dwelling types and sizes to meet identified local housing need;
 - 35% of the overall housing mix (both market and affordable) should be two bedroom homes unless locally identified need evidence indicates an alternative approach should be taken.
- 10.31. Policy H28 (Fathoms Reach) allocates the site for residential development of about 55 dwellings where:
 - Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - Transport Assessment and Travel Plan;
 - Arboricultural Assessment;
 - Heritage Statement;
 - Ecological Assessment;
 - Flood Risk Assessment;
 - Drainage Strategy;
 - Contaminated Land Investigation Report;
 - Noise Assessment;
 - A project-level Habitat Regulations Assessment will need to be carried out to inform any package of avoidance and mitigation measures for Solent Waders and Brent Geese that will be necessary in line with Policy E17;
 - The development enhances the relevant Local Ecological Network opportunity areas;
 - Off-site water mains reinforcements are installed to Portsmouth Water's design and approval; and
 - The design and layout:
 - Secures an appropriate relationship between the new development and the rear of residential properties on Fathoms Reach, Southleigh Grove and Rook Farm;
 - Retains and integrates the protected trees and hedgerows;
 - Protects and enhances the existing rights of way;

- Provides for a high degree of permeability for cyclists and pedestrians to and from the site, the Rook Farm allocation (H27) and public footpaths adjacent to the site;
- Incorporates on-site public open space, including community food growing provisions (e.g. allotments), in line with Policies E2 and E9;
- Respects the setting of the Newton House Hotel listed building

Borough Design Guide SPD , 2011

- 10.32. The Borough Design Guide SPD sets out the Council's local design guidelines for new developments.
- 10.33. Section 5.1 sets out the general principles for new residential development. This includes appropriate back-to-back distances, building lines, daylight/sunlight requirements, public/private amenity requirements, parking layout and services layout.

Havant Borough Council Parking SPD, 2016

- 10.34. Table 4A of the Parking SPD sets out the minimum car parking requirement for the development as below.

TABLE 4A	
C3 Dwelling Houses – Vehicle Parking	
Size of dwelling \ Zone	Minimum Car Parking Requirement
1 Bed Unit	1 space
2 Bed Unit	2 spaces
3 Bed Unit	2 spaces
4+ Bed Unit	3 spaces

- 10.35. In addition, the Council require larger residential development to include an additional 20% unallocated parking for visitors.

10.36. Table 4D also sets out the cycle parking standards for residential development:

TABLE 4D		
C3 Dwelling Houses – Cycle Parking/Storage Provision		
Size of Dwelling	Long stay	Short Stay
1 Bed Unit	1 space per unit	In larger developments (schemes of 10 or more dwellings), short-term visitor parking will be expected at 20% of the long-term cycle parking standard.
2 Bed Unit	2 spaces per unit	
3 Bed Unit	2 spaces per unit	
4+ Bed Unit	2 spaces per unit	

11 S106 Obligation Statement

11.1. The National Planning Policy Framework (2021) confirms that planning obligations or conditions can be used to make otherwise unacceptable development acceptable in planning terms. These reflect the circumstances set out in Regulation 122(2) of the CIL Regulations 2010 (as amended). The NPFF confirms that “planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition.”

11.2. Paragraph 57 outlines three tests which planning obligations must meet, these include: a) “necessary to make the development acceptable in planning terms; b) directly related to the development; and c) fairly and reasonably related in scale and kind to the development.”

11.3. Policy CS21 (Developer Requirements) of the Core Strategy states that:

“Development will be permitted if on-site and/or off-site infrastructure requirements are met.

Where new or improved infrastructure is essential for planning permission to be granted the council will require the on-site or off site provision and/or contributions through planning obligations, agreements or tariffs in accordance with the relevant legislation for off-site provision. The need for contributions will depend on information and advice from infrastructure providers on the expected impacts of the development on all the infrastructure types.

Where appropriate the council will seek on-site provision or financial contributions to ensure the timely off-site or on-site delivery of all types of infrastructure as detailed in Table 9.1 under the following headings:

1. Transport
2. Housing
3. Education
4. Health
5. Social Infrastructure

6. *Green Infrastructure*

7. *Public Services*

8. *Utility Services*

9. *Flood Defences*

10. *Public Realm*

Where on-site provision or financial contributions are made, arrangements for the ongoing maintenance of facilities will be required.

A Supplementary Planning Document will be prepared setting out the mechanisms that will be used for taking development contributions together with details of the types and priorities of infrastructure provision”.

- 11.4. In view of the relevant planning policy requirement and the findings presented within the technical reports submitted in support of this planning application, a list of the draft planning obligations has been prepared. These are set out in Table 1 below and provide the basis for the draft Heads of Terms (HoTs) upon which the negotiations relating to the Section 106 agreement can be entered into, subject to the Council resolving to grant planning permission.

Table 1: Proposed Planning Obligations

Planning Obligation	Proposed Heads of Terms
Affordable Housing	A target of 30% affordable housing will be provided in line with Policy. The tenure split will be agreed through the S106 Agreement.
Management and Maintenance Plan	Public Open Space (including LAP)
Travel Plan	Approval of Travel Plan Monitoring fee Secure Travel Plan Co-ordinator
Off Site Highways	Securing the provision of pedestrian and cycle connections
Solent Recreation Mitigation Strategy -	This requires the following contributions for all planning applications determined on or after 1 April 2020: • £356 for each 1 bedroom dwelling • £514 for each 2 bedroom dwelling • £671 for each 3 bedroom dwelling • £789 for each 4 bedroom dwelling • £927 for each 5 bedrooms or more
Nutrient Mitigation Requirements	Secure mitigation to offset increased nitrogen load of 51.9kg/year.

- 11.5. All planning obligations are to be discussed and agreed with Havant Borough Council and relevant third parties.

12 Development Considerations

Principle of Development

Residential Development

- 12.1. The site is located in a sustainable location within a short walking distance of the amenities at West Town and South Hayling village centres. The site is also located close to public transport with the nearest bus stops are situated on Manor Road, which is located at the western end of Fathoms Reach. The buses include the 30, which runs every 15 minutes Monday to Saturday and every 30 minutes on Sundays between Havant & Hayling Island, and the 630, which is a school service. Therefore, the site is located in an area capable of servicing the proposed development.

Presumption in Favour of Sustainable Development

- 12.2. Section 38(6) of the Planning and Compulsory Purchase Act 2004 sets out the starting point for the determination of planning applications.

"If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise"

- 12.3. In determining planning applications there is a presumption in favour of the policies of the extant Development Plan, unless material considerations indicate otherwise. Material considerations include the planning policies set out in the NPPF. Paragraph 11 of the NPPF applies a "presumption in favour of sustainable development" (known as the 'tilted balance') for both plan-making and decision-taking. Taking account of the current housing supply shortage, paragraph 11 of the NPPF is engaged.
- 12.4. Policy H28 of the emerging Havant Borough Local Plan seeks to allocate the application site for residential development. While the Inspector's Interim Findings Report for the emerging Havant Local Plan 2036 has suggested that further work needs to be undertaken by the Council regarding highways infrastructure requirements on Hayling Island, the Highways section below highlights that the development could be accommodated based on the work undertaken to date. It is also noted that the Inspector did not suggest that the site is removed from the Council's Housing Land Supply.
- 12.5. The Council has a Housing Land Supply of 4.8 years as of their December 2020 Housing Land Supply report. It is noted that several sites have been removed from the Council's supply through the emerging Local Plan process and therefore this figure may be lower than the December 2020 number quoted. In addition, the Housing Delivery Test 2020 Measurement applies the presumption in favour of sustainable development. It is noted that the application site is included as part of the Council's Housing Supply and the delivery of the site is required to maintain their supply position.
- 12.6. In accordance with Paragraph 11(d) of the NPPF, the Council's Local Plan is considered out of date and the relevant policies which are most important for determining the application are out-of-date.

- 12.7. This is a material consideration of great weight, especially in the light of the acute need for market and affordable housing (including the 30% contribution of this scheme), and falls to be part of the planning balance in the determination of this planning application.
- 12.8. Housing Delivery Test 2020 of 72% delivery results in the presumption in favour of sustainable development being applied. While the presumption already applies due to the 5 Year Housing Land Supply status, this adds further weight to the provision of housing
- 12.9. Since the Havant Borough Local Plan (Core Strategy) and the Havant Borough Local Plan (Allocations Plan) were adopted an assessment of the housing need for the borough now shows that significantly more homes are needed and therefore all possible sites must be re-assessed and considered as to whether their development would be sustainable. This site has been identified as a potential site to meet this demand and is included within the Council's 5 year Housing Land Supply.

Conclusion

- 12.10. The site's draft allocation as part of Policy H28 of the emerging Local Plan shows that the Council supports the proposed development, subject to highways infrastructure on Hayling Island. It is also noted that the Council supported the principle of development in pre-application discussions.
- 12.11. In addition, the Council are unable to demonstrate a 5 Year Housing Land Supply and additional delivery is required as part of the Housing Delivery Test. As a result, the proposed development would deliver much needed housing in the borough and carries significant weight in decision making.
- 12.12. The site is very deliverable and the approval of this site for residential development would go some way to mitigate the under-delivery of housing as identified in the Housing Delivery Test; a significant benefit of the scheme. The site is owned by Taylor Wimpey, a residential house builder, who specialise in delivering residential developments of this type and can be delivered to the market swiftly.
- 12.13. The site is required to feed into the on-going requirement of the Borough for deliverable housing land to address the Borough's housing need which is now more pressing given that the housing supply position has fallen below the five year requirement set out in the NPPF. Therefore, the proposed development is acceptable in principle.

Density

- 12.14. Policy CS9 of the adopted Core Strategy states that planning permission will be granted for housing proposals which (amongst other matters) 'Achieve a suitable density of development for the location, taking account accessibility to public transport and proximity to employment, shops and services in addition to respecting the surrounding landscape, character and built form'.
- 12.15. Supporting text of the Core Strategy paragraph 6.21 provides guidance stating that: The density of new housing will depend on its design and appropriateness to its location. As guide the following minimum density thresholds have been developed using the Havant Borough Townscape, Landscape and Seascape Character Assessment and the levels of accessibility to a range of facilities:
 - High Density – Minimum of 60 dwellings per hectare

- Medium Density – Minimum of 45 dwellings per hectare
 - Low Density – Up to 45 dwellings per hectare
- 12.16. The proposed development would provide a density of 30 dph which is considered to be Low Density. This density is considered appropriate for the lesser density of the wider Hayling Island area.
- 12.17. In pre-application discussions the Council were concerned about the proposed density of the scheme, which was approx. 40 dwellings as pre-application stage. The applicant has revised the site layout to provide 51 dwellings to increase the overall density as required by the Council.
- 12.18. Therefore, the proposed development is acceptable in terms of density.

Affordable Housing

- 12.19. The proposed development proposes 30% affordable homes dispersed in clusters within the site, to ensure that they are appropriately placed and integrated into the overall site. 40% of these homes are for shared ownership tenure. This is in line with Policy CS9 of the Local Plan.

Highways

Access

- 12.20. The proposed development would be accessed from Fathoms Reach to the west of the site. The Transport Statement submitted with the application concludes that the proposed access is acceptable in terms of highways safety and provides appropriate visibility splays.
- 12.21. In addition, the proposed development provides two separate pedestrian and cycle accesses. The first is to the south along Southleigh Grove and a second access maintaining the existing Public Right of Way along this section of the site. Therefore, the proposed access arrangements meet the requirements of Policy H28 by providing high levels of permeability for residents to and from the site.

Trip Generation

- 12.22. The proposed development will generate an increase of 25 two-way vehicle trips in the morning peak hour and 24 two-way vehicle trips in the evening peak period. In addition, the proposed development will generate a moderate number of pedestrian and cycle trips, and with the site's high level of permeability onto the surrounding network, direct access onto key desire lines to local schools and bus stops can be achieved. The proposed travel plan will seek to promote and encourage local travel by non-car modes.
- 12.23. The proposed trip generation of the site represents a minor increase in trips on the highway network, with less than one additional vehicle every two minutes generated by the site. This level of trip generation is negligible and in itself is unlikely to be noticeable on the local highway network. This was agreed with officers at pre-application stage. Therefore, the proposed development is acceptable in terms of trip generation.

Highway Infrastructure

- 12.24. The recent Inspector's Interim Findings Report for the emerging Local Plan found that further work was required for the Council's Transport Strategy due to seasonality impacting of peak holiday background flows had not been considered.
- 12.25. However, the Transport Statement submitted with the application assesses the overall impacts of the proposed development and has found that it would generate limited trip generation and no significant impact on the local highway network. The development would only represent 5% of the dwelling mix resulting in new development at Hayling Island.
- 12.26. As a result, the proposed development forms a very small part of the cumulative impacts assessed by the Council's transport assessment and would not make the baseline situation any worse. The Transport Statement also finds that when the network is busy, people are more likely to walk and cycle for local journeys. In addition, that development trips will likely be travelling in the opposite direction to the tidal seasonal flows with visitors to Hayling Island travelling south into the Island in the morning when the development's residents are likely leaving the Island for work or other purposes.
- 12.27. In summary, there is no evidence to suggest that development flows would increase due to seasonal factors. In fact at times when the highway network is busy, local residents are more likely to undertake local journeys by non-car modes. The site travel plan will also seek to facilitate and promote non-car mode use for local trips. The impact of the development on trips during peak holiday seasons will continue to be negligible and not severe.
- 12.28. Given the negligible impacts of the development (even considering seasonal impacts), the proposed development is acceptable in highways terms. It is considered that the development can take place and there is not a need to delay delivery of the development (resulting from the Interim Findings Report), which would go some way to secure the Council's housing land supply and housing delivery targets.

Flood Risk and Drainage

- 12.29. The site is located in Flood Zone 1 according to the Government's Flood Risk Map for Planning. Therefore, there is a low risk of flooding on the site.
- 12.30. The Flood Risk Assessment and Drainage Strategy submitted with the application also identifies that finished floor levels will be set at a minimum of 150mm above adjacent infrastructure thoroughfare levels to further minimise the risk of flooding for future residents. The proposed drainage strategy also concludes that the site can be satisfactorily drained without detrimental effects to adjacent land.

Design

- 12.31. Plans and a Design and Access Statement accompany this planning application. These documents provide the context and background to the design as well as how the layout and massing has been designed to integrate into the local areas at West Town and wider Hayling Island. The proposed dwellings incorporate brick, headers and material variations on upper stories to add greater detail to the development and integrate into the area.
- 12.32. The proposed development mainly comprises 2 storey dwellings which reflects the character of the area.

- 12.33. The Design and Access Statement demonstrates how the proposed development accords with design policies in the Borough Design Guide SPD, Policy H1 and the broader requirements of Policy H28.

Ecology

- 12.34. The Preliminary Ecological Appraisal submitted with this application concludes that the proposed development is acceptable in terms of ecology subject to the provision of mitigation measures. The application is also supported by bat and reptile reports which conclude that:
- Bats – levels of bats were detected during the survey and the report recommends an ecology buffer along the northern and eastern boundary as a mitigation option. It also recommends sensitive lighting as part of the development, landscape planting and bat boxes.
 - Reptiles – the survey identified a low population of slow worms and determines the site to be of local value for reptiles. The survey recommends relocation of the slow worms to the ecology buffer of the site and recommends mitigation methods during construction.
- 12.35. Therefore, it is considered that the proposed development is acceptable in terms of ecology.

Landscape and Open Space

- 12.36. A landscape scheme has been submitted with the application which provide details of the soft landscaping of the proposed development. This is also supported by a maintenance plan which is supported by paragraph 131 of the NPPF to ensure that new planting is well maintained through the lifetime of the development.
- 12.37. The proposed scheme also incorporates a play area and further details of this are provided in the Play Area Proposal Plan.
- 12.38. Overall, the proposed development provides an attractive soft landscape scheme and meets the requirements of DM8 of the Local Plan.

Contamination

- 12.39. A Desk Study and Ground Investigation Report has been submitted with the application and assesses the site for potential contamination. The report sets out any potential sources of contamination and the potential for further surveys which can be conditioned as part of a planning permission.

Heritage and Archaeology

- 12.40. The site is not located adjacent to or within the setting of a listed building according to Historic England's website. The site is located over 100m away from the Grade II listed Newtown House Hotel. Given the distance of the site from Newton House, it is considered that there would be a minimal impact on the setting of the Listed Building.
- 12.41. The Desk Based Assessment submitted with the application concludes that given the site's modest archaeological potential and the scope of past ground disturbance, the proposed development is considered unlikely to impact upon any significant archaeological assets that might preclude development at the site.

Trees

- 12.42. The proposed development has been designed to minimise any impact on the existing trees on the site. The Tree Survey submitted with this request for pre-application advice provides a schedule of the existing trees on site and their condition.
- 12.43. It is noted that trees T46-52 protected under a Tree Preservation Order are proposed to be removed as part of the proposed development, however these are Category U trees which are considered unsuitable for retention.
- 12.44. In addition, the proposed development aims to minimise built form on the Root Protection Areas of existing trees to be retained.
- 12.45. In addition, the proposed development incorporates tree-lined streets which is encouraged by paragraph 131 of the NPPF.
- 12.46. Therefore, the proposed development is considered to be acceptable in terms of trees.

Nitrates

- 12.47. The Nitrogen Budget submitted with the application has identified a budget of 51.9 kg per year. The applicant will work with the Council to secure credits for the development through the lifetime of the application.

13 Conclusions

- 13.1. The proposed development is considered suitable for this site and is in accordance with national and local planning policy. The proposed development will provide much needed housing to the area in light of the Council's lack of 5 Year Housing Land Supply.
- 13.2. This planning application will meet the objectives strands of sustainable development through:

Economic

- Our proposals carry wider benefits to the community of Hayling Island beyond the provision of much-needed new homes. The benefits include financial contributions towards the local community as part of our proposed development (to be agreed with the local authority).

Social

- The proposed development will help the local authority widen the opportunities for home ownership while creating an inclusive and sustainable community.
- The proposed development would deliver much needed housing in the locality given the Council's lack of a 5 Year Housing Land Supply.

Environmental

- The design of the new homes reflects and complements the local character and appearance of the area. External finishes such as red brick, cladding, tile hanging and flint, along with a mixture of red, brown and grey roof tiles, reflect the local area.
 - The site is located within Flood Zone 1 (land having a less than 1 in 1,000 annual probability of river or sea flooding) and is therefore deemed to be at low risk from flooding. However, recent extreme weather conditions have resulted in more localised surface water flooding, particularly within the south eastern corner of the site.
 - A comprehensive drainage strategy means that development of the site would not increase the risk of flooding within the site, or elsewhere.
 - The development will incorporate an ecology buffer around the site to maintain protected species and provide visual amenity benefits.
- 13.3. Safe access and egress can be achieved through the site and it has been identified that the proposed development would not give rise to highways safety issues.
- 13.4. In the context of the emerging Local Plan Inspector's Interim Report impacts of the development on the strategic road network have been considered and it is concluded that there would be a negligible impact on this from the development.
- 13.5. The proposed design is considered to be acceptable in scale and design following a detailed review of the surrounding developed context.
- 13.6. There are no amenity and ecology issues weighing against granting planning permission.
- 13.7. The proposed development retains trees where possible and the Tree Survey identifies that no trees protected under a TPO are category U Trees recommended for removal. The site layout incorporates new trees and would provide tree-lined streets in accordance with the NPPF.
- 13.8. Overall, the proposed development is acceptable in terms of national and local policy. It would help secure the Council's Housing Land Supply / housing delivery rate. The applicant has considered in detail the Inspector's Interim Findings Report and has found the highways impacts resulting from the development to be negligible and this should not delay the delivery of this site.

Appendix 1

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