Planning Statement (Including Affordable Housing and Planning Obligations)

Document structure

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- Application Proposal
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Introduction

This planning statement has been prepared by IJ Murray Associates Ltd on behalf of Mr M Hill, Mr J Hill, Mr J Cogger and Mr G Cogger (the Applicants) in support of a full planning application for 55 residential units located at the Hayling fair site in Beachlands at the southern end of Hayling Island, PO11 0AG.

The application is made to of Havant Borough Council (HBC) as the whole site falls within their boundaries

The full development description is:

Change of use from commercial fair site to a residential site for 55 flats in 5 number 4 storey blocks with associated parking and landscaping

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.

Documents provided

The submission is accompanied by the documents listed below, which have been driven by local validation requirements

- Design, Access and Heritage Statement (Two documents)
- Drawing A101 Location Plan
- Drawing A102 Site Plan
- Drawing A103 Lobby Floor Plans
- Drawing A104 Ground Floor Plans
- Drawing A105 First Floor Plans
- Drawing A106 Second and third floor plans
- Drawing A107 X2 Bay Elevations
- Drawing A108 X2 Bay Lobby and Ground Floor Plans
- Drawing A109 X2 Bay First Floor Plans
- Drawing A110 X2 Bay Second and Third Floor Plans
- Drawing A111 X2 Bay Sections

- Drawing A112 X3 Bay Elevations
- Drawing A113 X3 Bay Lobby and Ground Floor Plans
- Drawing A114 X3 Bay First Floor Plans
- Drawing A115 X3 Bay Second and Third Floor Plans
- Drawing A116 X3 Bay Sections
- Drawing A117 Site Views 1
- Drawing A118 Site Views 2
- Drawing A119 Site Views 3
- Drawing A120 Site Views 4
- Drawing A121 Site Overview 1
- Drawing A122 Site Overview 2
- Drawing A123 Council Building Concept
- Drawing A124 External Lighting Plan
- Drawing A125 Nighttime Views
- Drawing A126 Site Levels Plan
- Drawing A127 Planting Plan
- Drawing A128 Existing Site Plan
- Drawing A129 Flood Map over site plan
- Flood Risk Assessment & Drainage Statement
- Transport Statement
- Employment and Skills Plan
- Sustainability Statement
- Utilities Assessment
- Desktop Contamination Study (3 documents)
- Preliminary Ecological Appraisal and Roost Assessment
- Biodiversity Net Gain Assessment and Statutory Metric
- Noise Impact Assessment
- Occupancy Calculator
- Nitrate Calculator
- European Sites Avoidance and Mitigation Checklist
- CIL Form 1
- CIL Form 2
- Site Topography survey
- Flood Barrier data
- Planning Statement

The Site and Surroundings

Site Location

The site is located at the southern end of Hayling Island, on the sea front and adjacent to the Linland Arcade to the west and council-owned public toilets and car park to the north-west, the site is sustainably located, within a defined urban area.

The site adjoins a roundabout on its north west boundary, which serves the application site and neighbouring users and connects to the eastern and western stretches of the sea front. The roundabout also offers links to the local highway network via the A3023, located approximately 100m north of the site this road runs north-south through Hayling Island and joins onto the A27 and A259.

Vehicular access is currently derived from two 4.5m access roads one to enter and one to exit the site from the roundabout. The site is also accessible for pedestrians via footways flanking the site, in addition pedestrian crossing points from neighbouring paths are available at the arms of the roundabout.

The site is also located close to two village centres West Town 0.5km to the north, and Mengham 1.3km to the northeast. The location makes facilities easily accessible, providing amenities to meet residents daily needs. This includes convenience stores located outside the site and close by, schools located at Mengham within a 22-minute walk/6-minute cycle and medical facilities located in South Hayling within a 10-minute walk.

In addition, the location supplies opportunities for recreation including the 'sea court tennis club' 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.

The site benefits from a range of public transport options including a bus hub situated directly outside the site which provides services every 15 minutes around Hayling and onward to and from Havant bus station, which is situated close to Havant railway station offering frequent services to local and regional destinations, including Portsmouth, Southampton, Brighton and London Waterloo. In addition there are good cycling connections to Havant via the Hayling Billy cycling and walking path which offers a dedicated route to Havant.

In summary, the site's location is highly sustainable and accessible and appropriate for residential and commercial use.

Site Description and Use

The site is made up of a rectangular plot mainly laid with concrete covering approximately 0.83ha and is the southern part of the Hayling fair site which currently is occupied by the larger rides such as the water flume the roller coaster and the destination X building beyond this to the south and within the fair site boundary is an area of beach which is currently used for parking, the northern part of the fair site consists of the Funland arcade, a rollercoaster and a number of smaller rides.

Outside the fair site is the tourist information office, public toilets, bus hub, disused Linland arcade and café, with a dwelling above and an area of hardstanding which is also used for car parking. In planning terms, we believe the site is 'previously developed land (PDL)', as per the adopted National Planning Policy Framework (2023).

It should be noted that a neighbouring application has been submitted for the Linland arcade which has significantly influenced the layout of our design. We have aimed to differentiate the use and function of our site whilst integrating the layout with the neighbouring design to produce an overall harmonious layout that also offers concept proposals for the council owned part of the site.

The existing site is almost completely made up of concrete hardstanding, with little vegetation or trees. The Site's boundaries are approximately 1m high fencing to the west and 1.8m fencing to east, north and south to the car park, with the car park open to the beach.

The site is located within a Minerals Consultation Area for superficial sand and gravel and is located in a mixture of Flood Zones 1,2 and 3 this has been addressed in the accompanying Flood Risk Assessment.

The location and boundary of the site can be seen on drawings A101 and A102

Planning History

The Site has a limited planning history, and has operated as a fair / amusement park since the mid 1900's

The Application Proposal

We are applying for full planning permission a residential development, together with associated landscaping, and demolition of existing buildings on the Site. The full description of the development is

Change of use from commercial fair site to a residential site for 55 flats in 5 number 4 storey blocks with associated parking and landscaping

The proposed layout has been carefully designed to ensure the scheme responds positively to the surrounding locality and context including the neighbouring proposal to provide a key gateway to Hayling sea front. The residential properties are provided by five four-storey buildings with a central landscaped boardwalk avenue providing residential amenity space and vistas to the beach and sea beyond. The sea facing boardwalk of the neighbouring proposal is extended along the front of the site to provide access to the light railway, beach and southeast Hayling.

As previously stated by the neighbouring application, ,

'*The boardwalk 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.'*

Leading from this, the central avenue through the proposal will provide a walkway through the site offering a less public and more tranquil space whilst providing access to the more public elements of the overall site. It will provide seating areas to allow residents and the public to pause and enjoy the environment

The 55 proposed residential units will be located above current and future flood risk height to minimises vulnerability to flood risk given the site's flood zone context as per the advice contained within the site's allocation policy. In addition, the site will be protected by an additional flood defence wall to further enhance its flood resilience.

Four of the five buildings are identical in scale made up of two similar bays with a central core, providing stair and lift access. These are mirrored to provide access to the central pedestrian avenue. The fifth building is larger and made up of three bays with two access cores in the same format as the two bay units. The ground and first floors of each building contain two-bedroom flats, whilst the second and third floors containing, two or three-bedroom maisonettes with the two floors being connected via an internal staircase.

Each flat has a dedicated private balcony, the majority of which offer sea views and screening for privacy

The proposal contains three Waste facility/bin stores to provide both refuse and recycling to the five blocks, careful consideration has been made to ensure compliance in terms of distance from residential units and access and turning for refuse vehicles as per the transport plan

Secure cycle storage has been provided at the base of each core for each of the residential units and guest cycle parking has been allowed for an additional 22 cycles in areas next to each refuse storage unit.

Parking has been provided at the base of each unit with additional guest parking as outlined in the transport plan again careful consideration has been given to ensure all spaces are easily accessible and disabled residents are catered for.

Opportunities for biodiversity net gain have been fully utilised with the provision of 11 planting areas incorporating 15 mature trees to create a green haven through the centre of the site along a pedestrian avenue that services the main entrance to all the residential units. The modern building design has used a butterfly roof design to give the close impression of a three-storey structure thus reducing the feeling of size. The contrast in design for the proposed neighbouring proposal helps define the different use of this part of the Beachlands site whilst still integrating the layout and public access spaces. This is very much in keeping with the range of styles working closely together that can be seen along Hayling Sea Front.

The site will have pedestrian access from the north (main entrance) as well as from the beach to the south. Vehicle access to the parking areas will be provided from the north main entrance, care has been taken to provide paths and crossing places for pedestrians and to ensure vehicles can enter and

exit the site in a forward direction. additional public car parks are available to the west of the site and local public transport links are good, including the Beachlands bus stop which provides regular services to Havant town centre and railway station. Other elements of the proposal are outlined in the Design, Access and Heritage Statement

Planning Context

The Planning and Compulsory Purchase Act 2004 states that,
'in the determination of planning applications, decisions are made in accordance with the Development Plan unless material considerations indicate otherwise.'
We believe the National Planning Policy Framework (NPPF), The National policy guidance (NPPG) and the HBC Local Development Plan documents contain the criteria on which this application will be judged.

National Planning Policy Framework

The NPPF was most recently revised in December 2023 and sets out the Government's planning policies for England and how these should be applied we have identified below the polices we feel are most relevant to this application
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

- Economic objective
- Social objective
- Environmental objective

Paragraph 9 confirms these objectives should be delivered through the preparation and implementation of plans and the application of the policies in this framework and paragraph 11 emphasises that plans and decisions should apply a presumption in favour of sustainable development. stating, this means

- *'Approving development proposals that accord with an up-to-date development plan without delay'*

It also states

- *'Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date'*
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Paragraph 11(d) footnote 8 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.
This is the case in Havant Borough, and hence HBC's housing policies are considered out of date.

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. Paragraph 38 explains that Local Planning Authorities (LPAs) should approach decisions on proposed development in a positive and creative way. It also states that decision-makers at every level should seek to approve applications for sustainable development where possible.
Part 5 of the NPPF is about

- *'Delivering a sufficient supply of homes'*

Paragraph 60 talks about the Governments objective to

- *'Significantly boosting the supply of homes*'.

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' 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.

Paragraph 77 then 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. 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 through an annual position statement agreed with developers and the secretary of state
Section 9 is about

- *'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 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.

Section 14 is about

- *'Meeting the challenge of climate change, flooding and coastal change'*

It establishes that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere it also states that applications should be supported by a site-specific flood-risk assessment, specifically for all development in Flood Zones 2 and 3.

Section 15 is about

- *'Conserving and enhancing the natural environment'*

It states that planning policies and decisions should contribute to and enhance the natural and local environment (Paragraph 180). 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.

National Planning Practice Guidance

The NPPG is a material consideration in determining planning applications.
It explains the standard method for calculating local housing need provides a minimum number of homes to be planned for. 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 Framework.
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 The NPPG also includes guidance on various technical matters, such as highways, noise, air quality, drainage, landscape and heritage.
A recent update to the NPPG (November 2024) has added paragraph 27a

- *"Defining the area of search"*

The new paragraph 27a introduces new guidance on how to determine the area over which the sequential test is applied (the "area of search"). It explains that for individual planning applications, the search area depends on local circumstances: for instance, the catchment or functional area relevant to the proposed development. The catchment should be *"appropriate to the nature and scale"* of the proposal, for example, a school's area of search might be its service area, while a housing site's search doesn't extend beyond the town or neighbouring villages
In locations where large parts of a town lie in Flood Zone 2 or 3 and development is needed to sustain the community, it acknowledges that alternatives outside those zones may be scarce.
Previously the NPPG did not explicitly define the extent of the search area for individual applications; applicants and authorities had to infer it. Now, paragraph 27a clarifies that the search area is not one size fits all but should be tailored to the proposal's context. Planners and applicants must therefore

agree a sensible search boundary (for example, a town or catchment), rather than arbitrarily wide or narrow areas. The emphasis on proportionality and local context is new.

Havant Borough council Local development policy documents

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.

HBC Local Development Plan
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:
Local Plan (Core Strategy)
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.
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. The document does however contain strategic and development management policies used to assess individual planning applications. The most relevant policies are

- Policy CS6: Regeneration of the Borough
- Policy CS9: Housing
- 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 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

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.

Policy CS9

Describes 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

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

Policy CS15

Describes where development will be permitted in areas at risk of flooding now and in the future. This includes where proposals:
meet 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 The policy also stresses that all development will be required to ensure that there is no net increase in surface water runoff.

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.

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, 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).

Policy CS19

Requires new development to ensures 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.

Policy CS20

Describes 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.

Policy CS21

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

Policy DM3

States the change of use or development of land or premises currently or last used for tourism purposes to non-tourism uses will only be permitted where it has been demonstrated that the land or premises are not fit for purpose and financially unviable for any tourism use.

Policy DM9

States that planning permission will only be granted for development in the coastal zone which maintain 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.

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.

Policy DM11

Seeks to ensure that every opportunity is taken to increase integration of sustainable travel modes and availability of non-motorised modes by appropriate measures.

Policy DM12

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.

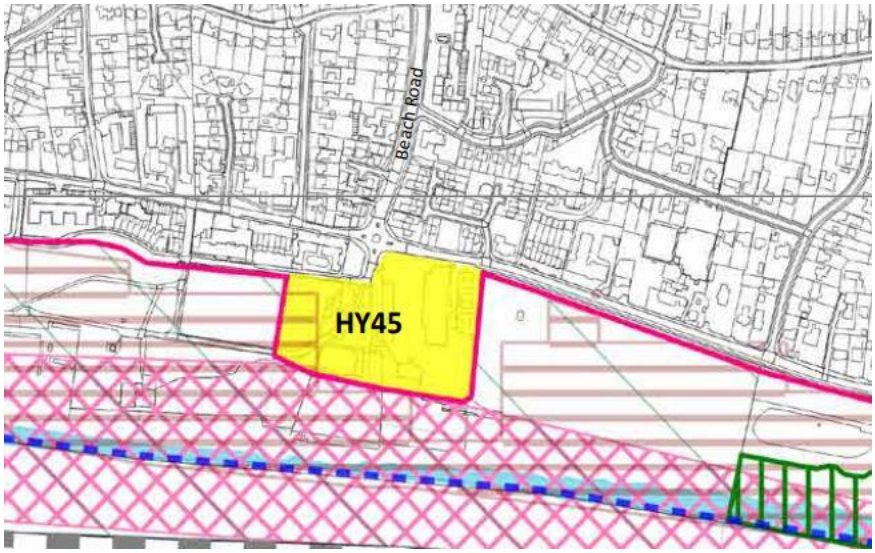
Policy DM13

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
The allocations plan sets out the allocated land that will help deliver the 2013-2026 development requirements for housing and employment set out in the Core Strategy.
The most relevant part of the plan is

- *Policy HY2: Hayling Island Mixed Use Allocations*

This 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 below



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.

Other relevant policies are

Policy AL1: Presumption in Favour of Sustainable Development

Policy AL4: Coastal Change Management Areas

Policy DM18: Protecting New Development from Pollution

Policy DM24: Recreational Disturbance to Special Protected Areas (SPAs) from Residential Development.

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.
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).
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.
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 combined effect additional dwellings.

Emerging Local Plan
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.
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 local plan
As there are no draft strategic or development management proposals published, the emerging Local Plan is given no weight.

Other Relevant HBC Guidance Documents

- 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)

Planning Considerations

HBC Housing Shortfall

- HBC have a housing land supply shortfall and are unable to demonstrate a five-year housing land supply, the latest report demonstrates less than 2 years of supply with a 20% buffer.

- HBC currently fail on the housing delivery test. They report a cumulative shortfall in housing that has been increasing since 2017/2018. this is now in excess of a minus 750 shortfall following the Government's standard method.
- The NPPF explains that for 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.

This significant housing supply shortfall is a key material consideration in favour of this application, the out-of-date Local Plan is not delivering the necessary housing. The points above highlight the dire housing situation in the Borough and the very substantial weight that should be attributed to the delivery of housing. On this basis

- *Paragraph 11d of the NPPF which sets out the presumption in favour of sustainable development is engaged.*

Lack of relevant development plan polices

Paragraph 11d (supported 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, permission should be granted 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.

The 'areas or assets of particular importance' is defined in 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 site is in a mixture of Flood Zones 1,2 and 3 and therefore has a 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 a number of design elements such as

- Residential flood levels being set well above predicted flood levels for the next 100 years
- Flood defence walls being built around the development
- Flood resilient building design
- Appropriate management of surface water run off

Existing Strategic Flood Risk Assessment

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 and drainage FRA and drainage plan.

Site Allocation
The Site forming part of the wider Beachlands (Ref HY45) mixed use allocation under Policy HY2. This confirms principle of development on the site. It confirms the site is sustainably located and accessible, with shops and cafés located close by and further facilities located within close walking/cycling distance. The allocation explains that the site is located in a strategic location, with development of the site presenting an excellent opportunity to regenerate the heart of Hayling Island The site currently contains large fair rides which are reaching the end of their viable lives and due to a reduction in footfall are financially no longer viable, this has already hit the neighbouring Linland Arcade which has closed down. Its derelict appearance impacts further on the footfall to the fair. The site is in greater need of a modern offering. Which could re generate the area and ensure the survival of a revised fair offering.
This proposal combined with its neighbouring proposals constitutes an overall scheme that will not only make a valuable contribution towards meeting the local unmet housing needs, but also activate the seafront through new commercial units and an updated and refreshed fair offering. This means that South Hayling will be supported as a tourist location with strengthened commercial businesses, which together with new residents will provide a boost to the surrounding area and existing businesses, in line with Policy DM3 (Protection of Existing Employment and Tourism Sites.) The proposals including the linking boardwalk will rejuvenate the site and enhance the street scene in line with Policy CS16, by creating a place where people want to live, work and relax.

Urban Areas
The Site's and the whole HY45 allocation falls within an urban area as per Policy CS17 which seeks to concentrate new housing within urban areas including Hayling Island.
The boundaries of urban areas are explicitly defined in the Policy AL2 which 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.
The proposal follows this, with the development being within the defined urban boundary and adjoining built development (including residential) to the north, meaning the proposals are suitable and sympathetic to its immediate surroundings
Despite the sites compliance with these policies it is notable that HBC cannot currently demonstrate a 5 year housing supply, 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

The proposal is supported by a Flood Risk Assessment and Drainage Statement. This confirms that the site is categorised as mixed flood zone 1,2 and 3 which would normally initiate the need for a sequential test, however we do not believe this is relevant to this proposal 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"*

It should also be noted that the NPPG has recently been updated rules relating to sequential tests with paragraph 27a now stating

- *Previously the NPPG did not explicitly define the extent of the search area for individual applications; applicants and authorities had to infer it. Now, paragraph 27a clarifies that the search area is not one size fits all but should be tailored to the proposal's context. Planners and applicants must therefore agree a sensible search boundary (for example, a town or*

catchment), rather than arbitrarily wide or narrow areas. The emphasis on proportionality and local context is new.

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The likely impact of this would to be to reduce the search area to Hayling island only and thus making the test much easier to pass.

In addition, the Flood Risk Assessment supporting this application shows the site would not be at risk of flooding or increase the flood risk to others because of the proposed development. This is a due to the buildings and drainage designs proposed including raised floor levels water attenuation and flood defences.
In terms of the foul water drainage strategy, we propose the development will discharge into Southern Water sewers located outside the site. The layout is contained within Appendix I of the drainage statement.

To summarise, the Flood Risk Assessment addresses the requirements of Policy HY2 and has demonstrated that the proposals would not place the site at risk of flooding or increase the risk to others. This is in line with policies Policy DM10 and DM18 which aim 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
Under the Sites allocation Policy HY2 the proposals are to be accompanied by an Employment and Skills Plan. Which has been provided and shows the positive effect on retaining jobs by returning the financial viability and long-term future to the fair. This is in line with Policy CS6 that places an emphasis on regenerating the borough.

Ground Contamination
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. 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*.

The risks proposed by ground conditions are assessed as negligible to low risk and therefore do not present a constraint to the development proposal.

Transport and Highways
This application is accompanied by a Transport Statement 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.

- A car ownership level of 0.84 cars per flat in the local area demonstrates that living without a car in the area is completely viable. The application proposes 54 shared/communal car parking spaces, nine of which will be designated for visitors.
- As per Havant Borough Council's Parking SPD, a total of 110 long-stay and 22 short-stay cycle parking spaces are proposed.
- Based on the assessment of existing and proposed uses, the development is expected to generate approximately 124 fewer vehicle trips per day compared to the current amusement park and ancillary car park operations. This includes a reduction of around 17 trips in the AM peak and 13 trips in the PM peak.

- This overall reduction in traffic will be beneficial to the operation of the local highway network. In particular, fewer trips during the network peak hours will help to ease pressure on surrounding junctions, reduce the potential for congestion, and support more reliable journey times.
- A review of personal injury traffic collisions in the vicinity of the site suggests no patterns, and in any event, with an expected reduction in peak hour vehicle trips associated with the site the proposal would in fact be expected to benefit highway safety.

The statement therefore Concludes that the proposal is policy compliant and is expected to reduce vehicle trip generation during the peak hours, benefiting the safe and efficient functioning of the local highway network. The replacement of a highly seasonal and event-driven land use with a residential use will also remove irregular traffic surges associated with amusement park activity, beach visitors, and car boot sales. The proposed development will therefore deliver a more consistent and predictable traffic profile, with lower overall trip generation. As such the proposals should be supported on highways grounds.

Ecology and Biodiversity Net Gain (BNG)
The application is supported by a Preliminary Ecological Appraisal and Roost Assessment
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).
No further ecological surveys are recommended with respect to habitat and plants, designated sites, invasive/non-native species, invertebrates and bats.
The bat 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.
The application is also accompanied by an BNG assessment and plan which shows a gain well in excess of the required 10% net gain figure.
The proposal will satisfy policy CS11 which requires development to protect and where possible enhance the borough's statutory and non-statutory designated habitats.
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.

Heritage
The Site does not contain any designated heritage assets, there are listed buildings in the vicinity, the nearest being the Grade II listed 'The Royal Hotel' located c.0.16km.
The Design, Access and Heritage Statement, shows the proposal has been carefully designed to ensure the scheme its sympathetic to the immediate surroundings and presents a chance to rejuvenate an area that is dated and declining, Therefore, the proposed development and its neighbouring proposals have the potential to greatly improve the existing assets.
Due to this we believe the proposal is 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
The accompanying Design, Access and Heritage Statement describes how the proposal works with the surrounding landscape and buildings. The scheme has taken into account the diverse nature and mix of modern and traditional architecture along the Sea Front and has used this to differentiate the function of this part of the overall Beachlands development form its neighbouring proposal. The four storey nature of the proposal is similar in scale to the surrounding development. However the butterfly roof design creates a feeling of three storeys when view ed from in and around the site.
The choice of materials again differentiates from the neighbouring site and is more under stated to allow the focus to be on the proposed commercial centre to the west.
Care has been taken to provide a pedestrian walkway through the centre of the site to provide a tranquil park like feeling to residents and passing pedestrians and to link the site to the boardwalk and

the beach. Parking has been kept away from the pedestrian areas but still close by to provide easy access
We believe the proposal satisys the relevant policies CS11, CS13 and DM8 because it protects and enhances the landscape and distinctiveness, provides new landscape work and incorporates existing features into the overall design of the scheme.

Planning Balance
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 objectives

The proposal delivers social benefits by

- The provision of 55 dwellings providing required housing stock in HBC, from a sustainable and accessible location
- Enhancements to public areas and addition of an extended boardwalk that will provide a access to and from the throughline / vista to the beach and sea for the enjoyment of future residents/tourists offered by the neighbouring proposal
- A park walkway offering a tranquil retreat with seating areas to look out onto the beach and its surroundings
- A sustainable location with access to a wide range of services and facilities within walking and cycling distance of the Site

The proposal would deliver economic benefits by

- The rejuvenation of a site and location that is in decline, and re-establishing Beachlands as a central Hayling base for tourism and economic growth
- Provision of new residents and tourists to the Beachlands site, who are likely to spend money and thus support nearby shops, cafes and facilities on the seafront
- Re-invent the fair as a modern financially secure business for the future thus ensuring the retention of existing employment and protecting the local economy.

The proposal would deliver environmental benefits by

- Making a more efficient and secure use of an underused brownfield site
- Provision of a well landscaped site designed to a high quality, ensuring it provides a pleasant environment for local residents
- Provision of 11, planted beds spread throughout the site and along the central pedestrian avenue which will provide a green park area.
- Provision of over 400% in Biodiversity net gain providing new environments for nature to thrive.

We believe we have demonstrated the proposed development would secure a significant number of benefits, especially supporting HBC to address its under supply of housing. Government policy have placed an increasing emphasis on housebuilding through establishing a 1.5 million home target over the next five years and this proposal helps towards achieving that target.
The proposal will form part of the much-needed regeneration of the Beachlands area allowing it to become a cherished focul point for south Hayling and the local area.
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.

To conclude, in assessing 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.
On that basis and in accordance with NPPF paragraph 11d, there is no clear reason for refusing the proposed development hence planning permission should be granted.

Affordable Housing
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. 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

At application stage no affordable housing has been proposed due to the significant cost of building on a brownfield site close to the sea with associated sea defences meaning affordable housing provision would possibly render the scheme unviable. As the application progresses, we would propose the provision of a financial viability assessment to confirm this. If the outcome indicates the proposal is financially viable with social housing, we will allocate the required element to the scheme.

Planning Obligations
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.

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

Summary

For the reasons stated in this document we believe the application satisfies the required local and national planning policies and that it should be supported for approval