

ATLAS

PLANNING GROUP

PLANNING STATEMENT

26 Wittering Road, Hayling Island, PO11 9SP

February 2026

CONTENTS

Introduction.....	3
Site Description	4
Planning History – Pre-Application Ref: GEN/24/00887	6
The Proposal.....	7
Planning Considerations	9
Principle of Development	9
Impact on Character and Appearance of the Area.....	9
Residential Amenity.....	15
Highway Safety.....	16
Ecology and Trees	16
Flood Risk	19
Conclusion	21

INTRODUCTION

- 1.1 This Planning Statement has been prepared by Atlas Planning Group on behalf of the applicants, Mr and Mrs Taylor, to support a full planning application for a self-build dwelling on land at 26 Wittering Road, Hayling Island.
- 1.2 This Statement will assess the development proposal in the context of adopted national and local planning policy that is set out in the National Planning Policy Framework (NPPF)(2024) and the Havant Borough Local Plan (Core Strategy)

SITE DESCRIPTION

- 2.1 The application site relates to land within the garden of 26 Wittering Road. No. 26 is a detached three storey dwelling, constructed in white render. Its architecture is modern and reflective of the time in which it was built.



FIGURE 1: 26 WITTERING ROAD

- 2.2 The building is positioned on a large plot, which extends to the east and south. It is one of the largest plots along Wittering Road.
- 2.3 The application site is located within the south of the plot, and is largely rectangular in shape. It is bounded by Wittering Road to the west, residential dwellings to the north and south, and a tidal lagoon of Chichester Harbour to the east, beyond which is the Hayling Island Sailing Club. It is located in the south east of Hayling Island. The overall site extends to approximately 0.14ha.



FIGURE 2: SITE LOCATION

- 2.4 There are a number of small outbuildings located within the site which are used as sheds for storage of residential garden paraphernalia in association with 26 Wittering Road.
- 2.5 Access is provided to the site from Wittering Road in the west, utilising the existing access for 26 Wittering Road. Wittering Road is a non-adopted, residential street with mainly detached dwellings. The area has an array of character styles, including contemporary and art-deco styles, and older more traditional 1960s dwellings. The majority of houses have flat roofs, and there are many three storey buildings making use of the sea views to the east.
- 2.6 None of the buildings near to the site are listed, and it is not located within a Conservation Area.
- 2.7 Chichester Harbour, located to the east of the site, is a National Landscape (formerly Area of Outstanding Natural Beauty (AONB)). It is also protected as a Ramsar site, Special Protection Area (SPA), Site of Special Scientific Interest (SSSI), and Special Area of Conservation (SAC). There are no other nature conservation designations on or adjacent to the site.
- 2.8 According to the Environment Agency's online flood map for planning the site is located within Flood Zone 1, at lowest risk of flooding. There are also no areas of surface water

flooding at the site. However, in accordance with Partnership for Urban South Hampshire (PUSH) flood mapping the site is located in an area of future flood zone.

PLANNING HISTORY – PRE-APPLICATION REF: GEN/24/00887

- 2.9 In August 2024 a pre-application submission was made to Havant Borough Council (HBC) for a similar scheme to the planning application proposal. Responses were received from HBC and from the Chichester Harbour Conservancy in October 2024. These have been used to inform the design proposals.
- 2.10 HBC's response to the pre-application stated that as the site is located within the defined urban area, development was considered acceptable in principle, subject to consideration of detailed development management criteria.
- 2.11 The main issue raised within the pre-application related to the location of the site within an area identified at risk of future flooding within HBC and PUSH documents. This was considered to necessitate the Sequential Test which the Council did not think would be passed at the site. Since this time there have been a number of updates to national planning policy and guidance in relation to this matter, which is discussed further within this Planning Statement. The proposal now fully accords with flood risk policy and a Sequential Test is not required for the scheme.
- 2.12 Other comments related to the proximity of the site to the Chichester Harbour National Landscape as a matter of design consideration. Useful guidance was provided within the Council's response which have been used to finalise the current proposal designs.
- 2.13 Other points raised, including residential amenity, highways and parking, and trees have been considered during the development of the current proposals and are discussed in further detail below.
- 2.14 Overall, the Council's response to the pre-application states that on design grounds alone, a contemporary flat roof styled dwelling could be supported in principle, as the design was considered to be in keeping with the prevailing character of the area and it could sit comfortably in the wider landscape setting appropriate to the National Landscape.

THE PROPOSAL

- 3.1 The proposed development is a detached, three-bedroom, self-build dwelling with associated access, parking, hard and soft landscaping, and associated works, with an ancillary one-bedroom carers annexe following subdivision of the plot and demolition of the existing buildings.
- 3.2 The proposed infill dwelling will sit within the centre of the new plot, maintaining an area of parking to west of the dwelling, and garden space to the east of the dwelling overlooking the Chichester Harbour National Landscape.



FIGURE 3: PROPOSED SITE LAYOUT

- 3.3 The dwelling will contain three bedrooms with en-suite facilities and storage on the ground floor, and an open-plan living area on the first floor to maximise sea views. An ancillary carers annexe is located on the ground floor to include one bedroom, living accommodation and a bathroom.
- 3.4 The proposal will allow the applicants to downsize from their existing property at 26 Wittering Road to the new dwelling. There is space within the dwelling to accommodate a lift, future-proofing the building should occupants' accessibility change. Similarly, the ancillary annexe allows for live-in carers to the property should care needs arise in the future.



FIGURE 4: PROPOSED FRONT ELEVATION

- 3.5 Access to the dwelling will be taken from the existing access off Wittering Road, with a small section of shared driveway utilised to reduce impact on the highway. A total of three parking spaces are proposed, two of which are located within the car port. There is suitable turning area within the site to allow cars to enter and leave in a forward gear.
- 3.6 The proposed dwelling has been designed with very good sustainability credentials including green roofs, an area allocated for solar PV and air source heat pumps (ASHP).
- 3.7 It has been designed to integrate into the plot, enhancing the adjacent Chichester National Landscape (formerly AONB) and take on board the comments provided at the pre-application stage. These will all be discussed in further detail below.



FIGURE 5: PROPOSED REAR ELEVATION

PLANNING CONSIDERATIONS

- 4.1 Havant Borough Council's (HBC's) Local Plan is made up of two parts including the Core Strategy, adopted in 2011, and the Site Allocations Plan, adopted in 2014. These are the Council's primary Development Plan Documents, and the starting point for determining planning decisions within the area, in accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004.
- 4.2 The Council is in the process of preparing a new Local Plan to replace the Core Strategy and Allocations Plan, however as this is only in draft stages, very little weight can be afforded to it at this stage.
- 4.3 The National Planning Policy Framework (NPPF)(2024) provides a national tier of policy and decision-making guidance for the planning system and is a material consideration for all planning decisions. In December 2025 the Government announced a consultation on a revised NPPF, however as this is at very early stages of preparation, no weight can be afforded to it at this stage.

PRINCIPLE OF DEVELOPMENT

- 4.4 The site is located within the urban area boundary, as defined by Policies AL2 and CS17. Within these areas the principle of development is considered acceptable subject to other material considerations, and this was confirmed in the Council's response to the pre-application in October 2024.
- 4.5 Furthermore, there are additional pressures on housing need in the authority area. In December 2025 HBC published a Five Year Housing Land Supply Update which stated that the Council could demonstrate a land supply of 1.3 years with the required 20% buffer at a base date of April 2025. This is a significant shortfall which engages the NPPF Paragraph 11(d) with its presumption in favour of granting permission unless there are adverse impacts which would significantly and demonstrably outweigh the benefits.
- 4.6 The impacts of the proposal will therefore be discussed in greater detail below.

IMPACT ON CHARACTER AND APPEARANCE OF THE AREA

- 4.7 The application site is situated within a coastal residential area, bordered by the Chichester Harbour National Landscape to the east. The properties surrounding the site on Wittering Road and within the nearby residential areas are mainly substantial in size, and demonstrate

a high degree of variability in character and design. Whilst there are some older properties, with more traditional 1960s design, contemporary and art deco styles are the most prominent in the area.

- 4.8 The submitted Design and Access Statement demonstrates the array of modern architecture and styles within the area, with photos and site analysis.
- 4.9 The application site is located within the Coastal Zone, as defined by Core Strategy Policy DM9. This states that planning permission will only be granted for development which has no harmful impacts on nearby nature conservation designations, maintains and enhances the appearance and distinctiveness of the area, and contributes positively to the landscape, amongst other considerations.
- 4.10 This is in addition to Policy CS16 which also ensures developments achieve high standards of design, helping to create places where people want to live, work and relax. In accordance with this Policy, all development should demonstrate that its design:

1. Responds to, draws inspiration from and respects local context and:

a) Identifies and responds positively to existing features of natural, historic or local character within or close to the proposed development site;

b) Integrates with existing local landscape features, promotes wildlife and biodiversity and/or applies characteristics of the local area into the design of a scheme wherever possible to create variety and interest;

c) Uses the characteristics of the locality to help inform the design of the new development including heights, massing, existing buildings lines, plot widths and depths, materials and proportions of windows and doors;

d) Is well connected to and integrates with the immediate local area and the wider area by linking to existing pedestrian and cycle routes and encouraging people to use public transport where possible; and

e) The development does not cause unacceptable harm to the amenity of neighbours through smell, the loss of privacy, outlook, noise and overlooking.

- 4.11 The proximity of the site to the National Landscape (formerly AONB) is also relevant to the design of the proposals. Policy CS12 states that development will be permitted where it carefully assesses the impact of individual proposals, and their cumulative effect, on the

Chichester Harbour AONB, and its setting. Paragraph 189 of the NPPF notes that great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks and National Landscapes. Development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated area.

4.12 The existing site plan shows how No. 26 Wittering Road's plot is one of the largest along the road, with a substantial side garden. It is presumed that when No. 26 was erected the owner had bought the adjoining plot (originally allocated for No. 24 Wittering Road), creating more space for a larger garden. There is therefore an opportunity to provide an additional dwelling on this site, without harming the overall character and density of the area. Indeed, the proposal bridges the gap between the current No. 22 and No. 26 Wittering Road.

4.13 The size and prominence of the existing dwelling at 26 Wittering Road was noted by the Officer within the 2024 pre-application response, who stated:

Most of the dwellings fronting the waterside in this locality are flat roofed two storey dwellings of an appropriately muted colour that blend with the background vegetation such that they are relatively unobtrusive in their setting. The existing property at number 26 is the largest and most prominent, being the highest, bulkiest and brightest, finished in white render. The remaining properties to the south are generally lower and more muted in external colour.

[Pre-Application Officer's Response, Page 4]

4.14 The Residential Design Guide states that infill development should look to the immediate site context for reference and respect the layout and character of the surrounding area, looking to immediate neighbouring properties in the first instance. As outlined within the Design and Access Statement, the subdivision of the plot aligns with the scale of similar plots along Wittering Road while retaining ample amenity space for the existing property.

4.15 Each property along the eastern side of Wittering Road is orientated to provide views towards the Solent and therefore, the proposed dwelling has also been positioned as such. However, in contrast to surrounding properties where some degree of overlooking into gardens is possible, the rear of the proposed dwelling is perpendicular to the boundary, directing views along the garden towards Chichester Harbour and its own garden only, ensuring neighbouring amenity is preserved.



FIGURE 6: ANALYSIS OF PROPOSAL AND PLOT LAYOUT

- 4.16 The design of the dwelling has taken consideration of both the existing dwellings in the area, and the specific points raised within the pre-application responses.
- 4.17 First and foremost the dwelling will be seen as subservient to the dwelling at 26 Wittering Road. Due to its size and prominence this existing dwelling is an important building within the locality, and therefore the proposed dwelling is smaller, less prominent, and more muted to avoid significant impacts on the host dwelling and its importance. It is more similar to

dwelling to the south of the site, rather than mirroring or copying the design of 26 Wittering Road.

- 4.18 The pre-application submission included material finishes which were lighter, and therefore could be more visible from views of the site from the National Landscape. The current application has updated the proposed palette of materials to more neutral and darker tones. This not only seeks to protect the National Landscape, but also ensures that 26 Wittering Road continues to be more prominent in its appearance than the proposed dwelling.
- 4.19 The proposed dwelling will maintain the largely square forms which are commonly seen along Wittering Road, and will respond to the nearby building heights to ensure continuity. The proposal has been reduced in size following the pre-application feedback received in 2024.

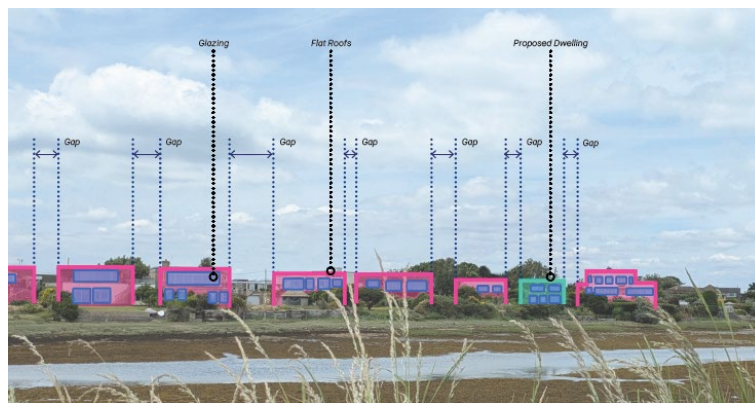


FIGURE 7: DESIGN AND BUILDING FORM CONTEXT OF PROPOSED DWELLING

- 4.20 As can be seen within the submitted drawings and Design and Access Statement, the dwelling will take into account many features of the area, including spacing, form, glazing quantum, and height, to ensure it is well integrated into the plot as viewed from the National Landscape.
- 4.21 To the front of the property the existing boundary vegetation along Wittering Road will be retained to preserve the character and appearance of the street scene. This was noted within the pre-application response from the Council as a positive of the proposal.
- 4.22 Overall, it is therefore clear that the proposal will seek to maintain the appearance and distinctiveness of this coastal area in accordance with the adopted Core Strategy policies.

Lighting

- 4.23 Policy PP09 of the CHC 'Planning Principles 2022' relates to Dark Skies and sets out that the night sky is part of the scenic beauty of the National Landscape/ AONB and should be conserved, and the CHC will object to development which detracts the dark skies.
- 4.24 The CPRE Nightblight Map provides the current baselines light levels, and confirms that the skyward radiance within the vicinity of the application site is between 2-4 Nano Watts/cm²/sr, as shown in the figure below. This likely level of skyglow is similar to those expected within an E3 zone – described as Suburban: “well inhabited rural and urban settlements, small town centres or suburban locations”.

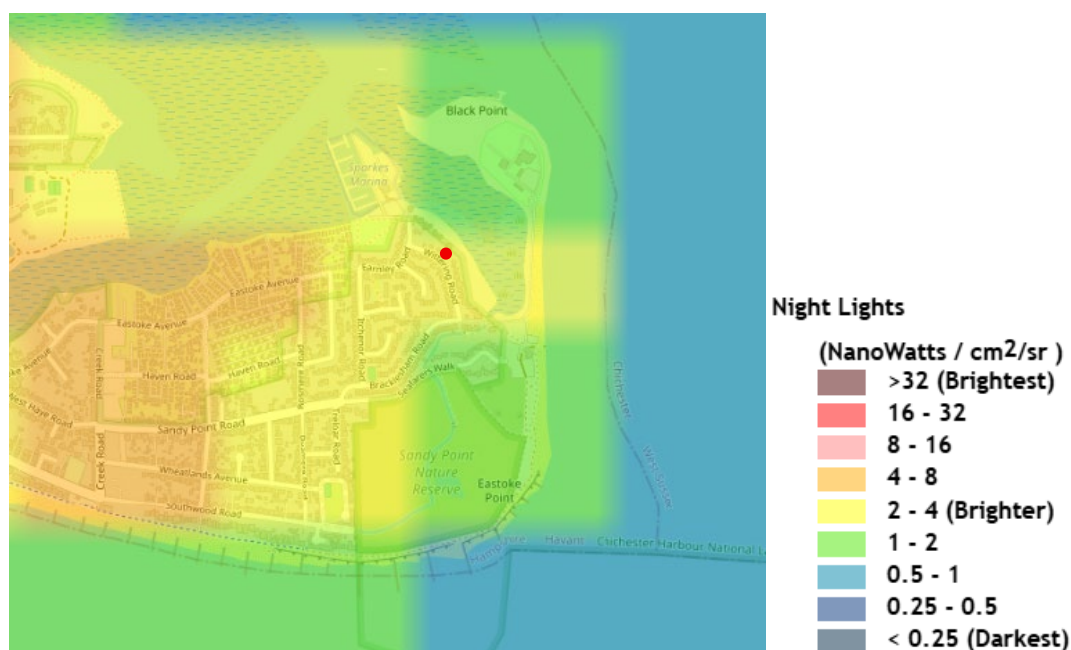


FIGURE 8: CPRE NIGHTBLIGHT MAP AND KEY WITH APPROXIMATE SITE LOCATION IN RED

- 4.25 Given this baseline, it is not considered that the proposals are likely to materially alter nighttime sky quality, given their small scale. However, despite this, the design has been formed within reduced light spill in mind, avoiding significant areas of glazing (in comparison to surrounding properties), excluding upward facing glazing, and setting other areas of glazing underneath terraces or within deep reveals to prevent upward light spill.
- 4.26 For these reasons, the proposal is considered to be in accordance with both national and local planning policy regarding impact on the character and appearance of the area and the nearby National Landscape.

RESIDENTIAL AMENITY

- 4.27 Within the Core Strategy, Policy CS16 outlines that permission will only be granted if the development does not cause unacceptable harm to the amenity of neighbours through smell, the loss of privacy, outlook, noise and overlooking.
- 4.28 The closest residential dwellings to the site are 26 Wittering Road to the north and 22 Wittering Road to the south. The proposed dwelling has therefore been carefully designed to ensure that it would not result in a loss of privacy or have any overlooking or overbearing effects.
- 4.29 As demonstrated in the accompanying Design and Access Statement and proposed plans, the first floor has been arranged so that there are no windows facing directly north or south to the immediate neighbours.

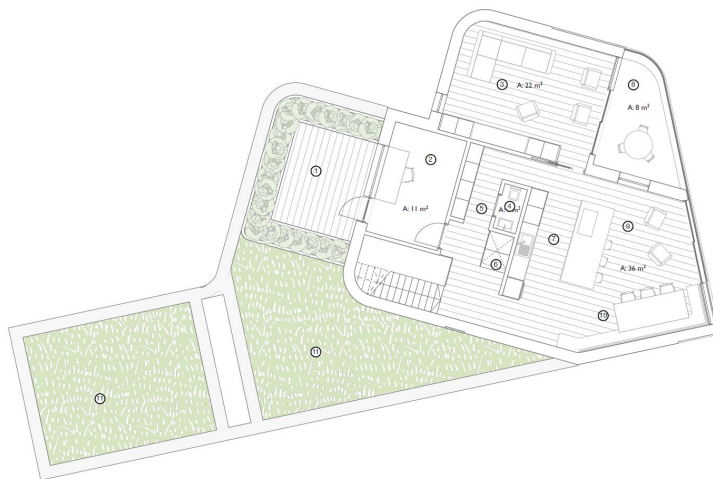


FIGURE 9: PROPOSED FIRST FLOOR PLAN

- 4.30 The proposals have been designed to make best use of the views of the harbour, therefore meaning there would not be any undue overlooking into neighbouring properties or gardens.
- 4.31 The proposals will be supported by gardens to the rear of the property, as well as terraces on the first floor to provide additional amenity space. Planters have been included around the terrace on the east of the property to provide screening for any perceived overlooking with 26 Wittering Road, which is the closest property in this location.
- 4.32 In order to take into account comments provided at the pre-application stage, new planting is provided along the northern boundary of the site, again to assist with any perceived overlooking from 26 Wittering Road.

- 4.33 Overall, the proposals have been sensitively designed to ensure that there is no impact on neighbouring residential amenity. Additional planting/screening has been included, and window positions have been carefully chosen so that there will be no overlooking to either neighbouring dwellings or gardens. For these reasons, the proposed dwelling is considered in accordance with Policy CS16.

HIGHWAY SAFETY

- 4.34 Policy DM13 Car and Cycle Parking on Residential Development outlines that 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.
- 4.35 The Residential Car Parking and Cycle Provision SPD stipulates that for a dwelling with 4+ bedrooms, three car parking spaces are required. The proposed development provides two car parking spaces within the garage and offers further space outside for additional parking.
- 4.36 There is sufficient turning space within the site to allow for vehicles to enter and leave in a forward gear.
- 4.37 The proposal will utilise the existing access for 26 Wittering Road, creating a small area of shared driveway for the two properties prior to the site entrance. This arrangement was presented at the pre-application stage and this was considered compliant with Policy DM13.
- 4.38 As the current designs have not changed this aspect of the proposal it is considered that the design of the parking and access is considered acceptable.

ECOLOGY AND TREES

- 4.39 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 relevant criteria.
- 4.40 The development is proposed to be located on an existing landscaped garden, which is well maintained by the applicants. Furthermore, the outbuildings proposed for removal are regularly used as residential and garden storage. Therefore, the proposal is not anticipated to have significant impacts on any protected species which are unlikely to be found within the area.

- 4.41 In order to avoid a recreational disturbance on the protected species of Chichester and Langstone Harbour SPA and Ramsar site, a contribution of £980, as well as the required monitoring fee and administration fee will be paid towards the Council's Solent Recreation Mitigation Strategy.
- 4.42 Since February 2024 all developments are required to demonstrate Biodiversity Net Gain (BNG) unless in certain circumstances. Such exemptions include self-build dwellings on sites under 0.5 hectares (ha). As the proposal is a self-build dwelling, intended for occupation by the applicants as their main residence, the scheme is exempt from the requirement to provide BNG. Regardless of this, there will be additional soft landscaping and planting proposed within the development which will provide ecological enhancements following completion of the development.
- 4.43 An Arboricultural Impact and Mitigation Statement has been submitted in support of the proposals. This confirms that whilst there was a historic Tree Protection Order (TPO) at 26 Wittering Road protecting a cherry, oak and pine, these trees no longer exist. Therefore, there are no relevant TPO constraints.
- 4.44 The development will necessitate the removal of eight individual trees, and three groups or parts of groups of trees. However, the submitted report confirms that these are low quality specimens and do not offer any significant amenity when viewed from outside the site. Furthermore, the scheme includes additional planting of trees, particularly along the northern boundary of the site, to compensate for this loss.
- 4.45 Some parts of the proposed development which have the potential to impact on root protection areas (RPAs) of existing trees will be undertaken using protective measures, such as low impact foundations and removal of existing buildings by hand.
- 4.46 Overall the proposal will seek to minimise any impact on trees, and will provide additional planting to off-set the loss of a small number of existing low quality trees.

Nutrient Neutrality

- 4.47 The proposal has the potential to impact the nearby waters of Chichester Harbour, where there is evidence of high levels of nitrogen and phosphorus within the water environment causing eutrophication at some locations of the designation. To address this, it is the recommendation of HBC and Natural England that new proposals for residential

development must demonstrate nutrient neutrality with respect to both nitrogen and phosphorus.

- 4.48 HBC’s Nutrient Neutrality Position Statement and Mitigation Plan (2024) confirms that the Council has its only nutrient mitigation package at Warbington Farm.
- 4.49 The Council’s Occupancy Calculator confirms an average occupancy for the development of 3.10 people.

Occupancy calculator

Date

21/01/2026

Site name

Land at 26 Wittering Road

Site address

Land at 26 Wittering Road, Hayling Island, PO11 9SP

Gross new homes proposed

Gross losses proposed

Net new homes proposed

1 bed

0

2 bed

0

3 bed

0

4 bed

1

1

5+ bed

0

Total

1

0

1

Average occupancy to include in Solent Nutrient Calculator:

3.10

FIGURE 10: HBC’S OCCUPANCY CALCULATOR

- 4.50 The nutrient budget calculations for the site confirm the total annual nitrogen load to mitigation is 1.13 kg TN/yr. This will be offset through the Council’s mitigation scheme.

Total nutrient budget calculations	
Description of values generated	Values generated
Wastewater TN load (kg TN/year):	0.94
Net land use TN change (kg TN/year):	0.00
TN budget:	0.94
TN budget + 20% buffer:	1.13
Annual nutrient budget	
The total annual nitrogen load to mitigate is (kg TN/yr):	1.13
Not applicable	
Not applicable	Not applicable
Not applicable	
Not applicable	Not applicable

FIGURE 11: NUTRIENT BUDGET CALCULATOR

- 4.51 Therefore, through the necessary mitigation which will be secured in agreement with the Council, the proposal can demonstrate nutrient neutrality.

FLOOD RISK

- 4.52 The Environment Agency's Flood Map for Planning demonstrates that the site is located within Flood Zone 1, at lowest risk of flooding.
- 4.53 However, when considering the Partnership for Urban South Hampshire (PUSH) Strategic Flood Risk Assessment (SFRA)(2016) climate change mapping, the site is located within the 2085 future Flood Zone 2 and 3. This was confirmed by the Council within the pre-application response in October 2024, which also stated that a Flood Risk Assessment would need to accompany any full planning applications at the site.
- 4.54 Accordingly, the application is supported by a Flood Risk Assessment (FRA) prepared by Aegaea (January 2026). This document confirms that the site is not at risk from any other forms of flooding, including surface water flooding.
- 4.55 Paragraph 170 of the NPPF seeks to avoid inappropriate development in areas at risk of flooding, and seeks to direct development away from areas at highest risk of flooding, including current and future risk.
- 4.56 Paragraph 181 continues by stating that authorities should ensure that flood risk is not increased elsewhere as a result of new development, and development should be appropriate flood resistant and resilient, including sustainable drainage systems unless they would be inappropriate, and safe access and escape routes are included where appropriate.
- 4.57 The NPPF includes the requirement to undertake a Sequential Test prior to certain developments, to ensure that there are no sequentially preferable sites available and deliverable for the proposed development.
- 4.58 In December 2024, following the pre-application at the site, a number of significant changes were made to the NPPF. One of these included the addition of more schemes to the Sequential Test exemption. As a result, Paragraph 175 now states that:

The sequential test should be used in areas known to be at risk now or in the future from any form of flooding, except in situations where a site-specific flood risk assessment demonstrates that no built development within the site boundary, including access or escape routes, land raising or other potentially vulnerable elements, would be located on an area

that would be at risk of flooding from any source, now and in the future (having regard to potential changes in flood risk).

- 4.59 Additionally, the Planning Practice Guidance (PPG), updated in 2025, confirms the following:

In applying paragraph 175 a proportionate approach should be taken. Where a site-specific flood risk assessment demonstrates clearly that the proposed layout, design, and mitigation measures would ensure that occupiers and users would remain safe from current and future surface water flood risk for the lifetime of the development (therefore addressing the risks identified e.g. by Environment Agency flood risk mapping), without increasing flood risk elsewhere, then the sequential test need not be applied.

The absence of a 5-year housing land supply is not a relevant consideration in applying the sequential test for individual applications. However, housing considerations, including housing land supply, may be relevant in the planning balance, alongside the outcome of the sequential test.

[Reference: Paragraph: 027 Reference ID: 7-027-20220825, Updated 17/09/2025]

- 4.60 The submitted FRA confirms that the development would be at low risk of flooding from all sources for its lifetime, therefore the sequential test is not required for the development in accordance with the NPPF and accompanying PPG.
- 4.61 The proposal has incorporated raised finished floor levels to ensure that the development will remain safe from tidal flooding up to and including the year 2125, therefore covering the lifetime of the development.
- 4.62 For these reasons, the proposal accords with the necessary flood risk policies.

CONCLUSION

- 5.1 This application seeks approval for the full development of:
- “Erection of a detached, three-bedroom, self-build dwelling with associated access, parking, hard and soft landscaping, and associated works, with an ancillary one-bedroom carers annexe following subdivision of the plot and demolition of the existing buildings”*
- 5.2 The proposal would infill a large ‘gap’ between 26 Wittering Road and 22 Wittering Road. The proposed dwelling will continue the built development line, and would suitably become number 24 Wittering Road.
- 5.3 The application site is positioned in a sustainable area within Hayling Island, and is bound by residential dwellings on three sides. It is large enough to accommodate the proposed development, and retain a good area of residential garden for 26 Wittering Road following subdivision of the plot.
- 5.4 The proposed dwelling has been designed taking into consideration the nearby prevailing character, as well as comments given at the pre-application stage in 2024. This has included increased planting for screening, and more muted colours of external materials.
- 5.5 This Statement has outlined how the proposal complies with both local and national adopted planning policy and guidance including in relation to design, flood risk, ecology, trees, nutrient neutrality, and amenity.
- 5.6 The proposal will constitute a high quality development which will enhance the character and appearance of the nearby area including the Chichester Harbour National Landscape (formerly AONB). Havant Borough Council’s housing land supply is well below the five-year requirement, and therefore significant weight should be given to the provision of a new dwelling in this sustainable area.
- 5.7 For these reasons we commend the proposal to you.