

DELEGATED OFFICER REPORT

PROPOSAL	Construction of a Heritage Centre, including facilities of a shop selling Railway and Heritage Memorabilia adjacent to the existing Eastoke Corner Station and depot. The new building to include provision for an accessible toilet and first floor mezzanine floor incorporating a small office and storage area accessible by stairs and a lift.
LOCATION:	Hayling Light Railway, Sea Front, Hayling Island, PO11 0AG
REFERENCE NO:	APP/26/00212
APPLICANT:	Mr Cliff Robinson
APPLICATION TYPE:	Full planning permission
CONSULTATION EXPIRY DATE:	22/05/2026
APPLICATION EXPIRY DATE:	26/05/2026
WARD:	Hayling East
SUMMARY RECOMMENDATION:	Approve with Conditions

1. Site Description

- 1.1 The application site relates to the depot building for the Hayling Light Railway and an adjacent area of grass and gravel immediately to the south-east. The existing depot is a single storey gable ended building finished in cream cellular PVC cladding. The roof is low pitched in tile effect metal sheeting. To the north-east side an awning extends over a small platform area, accessed via a ramp from the pedestrian walkway to the south-east. In the north-west elevation there are a number of large doors in dark red cladding facing the tracks, which provide access for the trains and carriages. The track itself runs along the south coast of Hayling Island from the depot as far as Beachlands. The area of grass and gravel lies between the depot and the pedestrian walkway connecting Sea Front to the north to Eastoke Car Park and the beach beyond to the south. There is a children's playground on the opposite side of the walkway. The site lies within a SINC and is also in Flood Zone 3. An area of beach to the south is a Primary Support Area for the Solent Waders and Brent Goose Strategy.
- 1.2 The site is located in Eastoke Corner, opposite the Rails Lane Local Centre. Within the Local Centre there are various shops and food businesses, many of which have residential accommodation above, as well as a Public House. Further to the east of the site there is a covered plaza area and public toilet block. Outside the Local Centre to the north and east the character of the area becomes more residential.

2. Planning History

[Planning Application - APP/17/00488](#)

Variation of Conditions 6 (materials) and 10 (approved plans) of Planning Permission APP/14/00627 (Construction of a new depot building incorporating part

of the existing car park and alterations to track layout) to allow for revised external wall colours in cream and middle chrome green, and revisions to external alterations and internal layout. PERMIT 13/07/2017.

[Planning Application - APP/15/00946](#)

Discharge of Condition No.6 and 7 of Planning Permission APP/14/00627.
PERMIT 15/10/2015.

[Planning Application - APP/15/00624](#)

Extension of existing railway platform to east and revisions to existing track layout.
PERMIT 30/09/2015.

[Planning Application - APP/14/00627](#)

Construction of a new depot building (incorporating part of the existing car park) and alterations to track layout (PERMIT 24/10/2014). Request to Discharge Condition 6 (PERMIT 04/04/2016).

03/58041/001 - Revisions to Beachlands Railway development approved under Planning Permission 93/58041/000 to incorporate:-

- (i) increase in height of the four platforms approved from 35cm above rail height to 55cm above rail height,
- (ii) extension in length of approved platform at Eastoke Corner terminus from 22m plus sloping end to 33.25m plus sloping end,
- (iii) revisions to track layout at Central Beachlands terminus and enclosure of additional areas of land adjacent to north and east with modified fence design, and
- (iv) provision of three additional foot crossing points over railway opposite Alexandra Avenue, Webb Lane and Seagrove Avenue with associated signage (as amended by plans received 7/2/03). PERMIT 14/03/2003

93/58041/000 - Miniature railway from central Beachlands to Eastoke Car Park with associated ground works, level crossings, platforms and train shed at central Beachlands. Approved at appeal.

3. Proposal

Construction of a Heritage Centre, including facilities of a shop selling Railway and Heritage Memorabilia adjacent to the existing Eastoke Corner Station and depot. The new building to include provision for an accessible toilet and first floor mezzanine floor incorporating a small office and storage area accessible by stairs and a lift.

4. Policy Considerations

In accordance with Section 38 (6) of the Planning and Compulsory Purchase Act 2004, this decision has been taken having regard to the policies and proposals in the National Planning Policy Framework, August 2026, the Development Plan, and all other material planning considerations identified in the Planning Considerations section of the report.

National Planning Policy Framework, August 2026

DM3	(Determining development proposals)
DM6	(Use of planning conditions and obligations)
S3	(Presumption in favour of sustainable development)

- S5 (Principle of development outside settlements)
- F6 (Development in areas at risk of flooding from rivers or the sea)
- F7 (Ensuring development is safe from flooding)

Havant Borough Local Plan (Core Strategy) March 2011

- CS5 (Tourism)
- CS6 (Regeneration of the Borough)
- CS11 (Protecting and enhancing the special environment and heritage of Havant Borough)
- CS15 (Flood and Coastal Erosion)
- CS16 (High Quality Design)
- CS20 (Transport & Access Strategy)
- DM8 (Conservation, protection and enhancement of existing natural features)
- DM9 (Development in the coastal zone)
- DM10 (Pollution)
- DM11 (Planning for More Sustainable Travel)
- DM14 (Car & cycle parking on development (excluding residential))

Havant Borough Local Plan (Allocations) July 2014

- AL2 (Urban Area Boundaries and Undeveloped Gaps Between Settlements)
- AL3 (Town, District and Local Centres)

Havant Borough Council Borough Design Guide SPD December 2011

Havant Borough Council Parking SPD July 2016

Draft Building a Better Future Plan

The following draft policies are of relevance to this application, however at this time only limited weight can be given to these, in line with government policy at paragraph 49 of the NPPF 2025.

- Policy 20 (Biodiversity Net Gain)
- Policy 27 (Flood Risk)
- Policy 29 (Development on the Coast)
- Policy 45 (Town, District and Local Centres)
- Policy 49 (Amenity and Pollution)

Listed Building Grade: N/A

Conservation Area: N/A

5. Statutory and Non Statutory Consultations

Conservation Officer

Thank you for consulting me on the above application. There are no designated or non-designated heritage assets within, or nearby to the application site and therefore no heritage objection is raised to the proposal. However, the proposal is positive in that it represents the character and history of the Hayling Light Railway, and for that reason is supported from a cultural heritage perspective.

Communities Team – Leisure

No comments received.

County Minerals Team

No comments received.

Civil Engineering (CELT)

No comments received.

Environment Agency

This application falls within Flood Risk Standing Advice (FRSA) and therefore the LPA should ensure that all requirements of FRSA are adhered to.

If you have any questions regarding our response, please contact planningssd@environment-agency.gov.uk.

Ecologist

Thank you for consulting me on this application, and please accept my apologies for the delay in providing these comments. I have reviewed the submitted Preliminary Ecological Appraisal (Arbtech, November 2025), the BNG Summary report (EcoSupport, March 2026), and the Biodiversity Net Gain Statutory Metric (EcoSupport, March 2026).

The application site is relatively small and contains the existing building plus small areas of hard surfacing and modified grassland. I am content that the habitats within the site have been assessed appropriately and are not of significant ecological value overall. The site does however sit within the Beachlands East Site of Importance for Nature Conservation (SINC), a locally designated site. Although the habitats to be affected are of low ecological value and not representative of the wider SINC, they are nevertheless technically within the SINC. Overall, I am content that the likely impacts on biodiversity will be minimal.

In terms of Biodiversity Net Gain, the submitted details are procedurally acceptable. The proposals would result in an overall gain of 11.19% in habitat units. The post-development deficit of area habitats is to be addressed through proposed 'off-site' habitat enhancement entailing the creation of two small areas of modified grassland to the north and north-west of the application site. Whilst suitable ecologically, and relatively straightforward to deliver, this land is leased to the applicant by Havant Borough Council. Following advice from legal colleagues it is my understanding that the Council would not need to be party to any legal agreement and could therefore remain distinct as the issuing planning authority. In the case of this site, it is unlikely that the current well-established leaseholder would not be able to implement the required BNG for the full 30 year period.

I would recommend that all BNG requirements are secured through condition. Recommended condition wording is provided below.

A Biodiversity Gain Plan shall be prepared in accordance with the Biodiversity Net Gain Statutory Metric (EcoSupport, March 2026) and must include:

- (1) information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the on-site habitat and any other habitat;*
- (2) the pre-development biodiversity value of the on-site habitat;*
- (3) the post-development biodiversity value of the on-site habitat;*
- (4) any registered off-site biodiversity gain allocated to the development and the value of that gain in relation to the development;*
- (5) any biodiversity credits purchased for the development; and*

- (6) *any such other matters as the Secretary of State may by regulations specify.*

The development shall not commence until a Habitat Management and Monitoring Plan (HMMP), prepared in accordance with the approved Biodiversity Gain Plan, has been submitted to, and approved in writing by, the local planning authority. The HMMP shall include:

- (7) *a non-technical summary;*
- (8) *the roles and responsibilities of the people or organisation(s) delivering the HMMP;*
- (9) *the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan;*
- (10) *the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and*
- (11) *the monitoring methodology and frequency in respect of the created or enhanced habitat.*

Notice in writing shall be given to the Council when the:

- (12) *HMMP has been implemented; and*
- (13) *habitat creation and enhancement works as set out in the HMMP have been completed.*

The created and/or enhanced habitat specified in the approved HMMP shall be managed and maintained in accordance with the approved HMMP. Monitoring reports shall be submitted to local planning authority in writing in accordance with the methodology and frequency specified in the approved HMMP.

Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990.

CIL Team

Further to the consultee response from our Ecologist we confirm mitigation provided as part of BNG will require monitoring and occasionally enforcement over a period of 30 years and appropriate charges to cover the council's costs will be sought. BNG monitoring fee indexed 1/4/26 is £3,617. Please convey to the customer.

This will need to be paid prior to discharge of the relevant BNG conditions.

County Highways Team

Thank you for your consultation on the above planning application. To support this planning application the applicant has submitted a Car Parking Statement and various supporting drawings which the Highway Authority have reviewed and wish to make the following comments.

Whilst it is noted that no formal trip generation assessment has been provided, the car parking statement provided estimates a c. 5% increase in footfall accessing the proposed Heritage Centre following construction. The statement also outlines various public pay and display car parks and 'on-street' parking

available within the vicinity to accommodate any additional demand that occur as a result of the proposed development.

The available capacity of these car parks has been summarised as having ample capacity to cater for visitors for the Heritage Centre. Whilst this is noted to not be evidenced by formal car parking surveys, the Highway Authority are content that the additional demand generated by the Heritage centre is unlikely to have a significant impact on parking demand leading to overspill parking on the local highway network.

The Highway Authority agree that most visitors to the Heritage Centre are likely to be passengers of the Hayling Light Railway, therefore acting as a linked trip which is already occurring on the Island. It is also acknowledged that visitors to the Hayling Island Holiday Parks may walk to the Heritage Centre as part of a day trip to the Sea Front. Reference is also made to accessing this site via Public Transport further reducing vehicular trip generation and parking demand within the vicinity.

In summary, the nature of the development is not considered to generate significant additional trips or parking demand beyond existing trips to Hayling Seafront. Therefore, the Highway Authority recommend **no objections** to this planning application.

Chichester Harbour Conservancy

This site is too far outside the National Landscape to have an impact on its setting – therefore we have no comments on this application.

Property Team

No comments received

County Local Lead Flood Authority

As this application relates to a site which is a commercial application less than 1 hectare in size and less than 1000m² floor space, we would consider this as a minor application and outside of our remit. However, please direct the applicant to our website:

<https://www.hants.gov.uk/landplanningandenvironment/environment/flooding/planning>

for further information on recommended surface water drainage techniques.

If you specifically need our advice on this application, please contact us. A fee may be charged for this service depending on the complexity of the site.

Also, please note that if the proposals include works to an ordinary watercourse, under the Land drainage Act 1991, as amended by the Flood and Water Management Act 2010, prior consent of the Lead Local Flood Authority is required for this work. This consent is required as a separate permission to planning.

Details can be found:

<https://www.hants.gov.uk/landplanningandenvironment/environment/flooding/change-watercourse>

Planning Policy

Policy Status

The Local Plan (Core Strategy) and the Local Plan (Allocations), together with the Hampshire Minerals and Waste Plan, form the development plan for Havant Borough.

Principle of development

The proposal seeks to extend the existing building to provide a heritage centre, relocate the existing shop and provide a first floor office area.

Policy CS5 supports development that would improve existing tourist facilities. Policy CS6 supports development which positively contributes to the social, economic and physical regeneration of South Hayling Island and supports small scale tourist facilities. The proposal is an extension to an established tourist use, therefore is supported in principle in policy terms.

Detailed Considerations

The site is situated in Flood Zones 2 & 3 and is at risk of Future Tidal Flooding. It is noted that the applicant has submitted a minimal FRA. Comments should be sought from the Environment Agency and/or Coastal Partners with regard to flood risk.

Conclusion

The proposal seeks to extend an established use and enhance an existing tourist facility. It is considered that this will help to positively contribute to the regeneration of south Hayling Island and **is supported in policy terms**.

Portsmouth City Council

No comments received

Chichester District Council

No comments received

Coastal Team

The site is currently located within the Environment Agency's Flood Zone 3 and is therefore considered to be at high risk (1 in 200 year / 0.5% annual probability) of experiencing an extreme tidal flood event. With climate change, the frequency and severity of flood events is expected to increase. National Coastal Erosion Risk Mapping also shows the site at risk of coastal erosion by 2055 with no further intervention.

Flood risk has been referred to in the Environment Agency's 'Household and minor extensions in Flood Zones 2 and 3' standing advice form. However, when the form asks for the 'Applicant to choose one or other of the flood mitigation measures below' in the table on the first page, neither has been selected. It is not clear why the applicant believes no mitigation is required or how this conclusion has been arrived at, since possible flood levels do not appear to have been considered.

Therefore the applicant has not provided a sufficient Flood Risk Assessment (FRA). The applicant should submit a site-specific FRA, appropriate to the scale and nature of the proposed development, outlining how flood risk at the site will be mitigated. This was previously highlighted in our pre-application response to this site, application reference GEN/25/00568. Within the FRA, Coastal Partners would expect to see the following:

- Assessment of all sources of flood risk shown to affect the site over its lifetime.
- Calculation of design flood levels (in mAOD) calculated using the latest climate change allowances.
- Confirmation of existing ground levels (in mAOD).
- Confirmation of ground finished floor levels and evidence that these have been set with climate change in mind (in mAOD).
- Details of any flood resistance or resilience measures to be incorporated, where practical to do so.

Coastal Partners note that the proposed use is classed as 'less vulnerable' in Planning Guidance and that it is therefore not considered incompatible in principle with a location in flood zone 3. However, the use can not be considered appropriate without full consideration of the risks.

Overall, do not consider that in its current form the application has sufficiently assessed the tidal flood and erosion risk. Coastal Partners therefore raise a holding objection to this proposal.

End Note: Coastal Partners makes comments only in relation to tidal flood and erosion risk, and it is for the LPA to consider all other forms of flood risk as required by the NPPF and PPG, taking advice from any relevant consultees. Equally, it is for the LPA to satisfy themselves that any NPPF / PPG / local policy requirements for passing the sequential and exception tests have been met for all forms of flooding, including for tidal risk.

Officer Comment

The applicant has provided the requested FRA and corrected the minor extensions flood risk form. Having received this information, Coastal Partners have withdrawn their holding objection.

Environmental Health

Environmental Health (pollution) has no objection to the above proposals. The following condition is recommended restricting construction hours.

Construction of the development including site traffic and deliveries shall only be carried out between 8:00 am and 6:00 pm Mondays to Fridays and 8:00 am and 1:00 pm on Saturdays and at no time on Sundays and Public Holidays

Reason: To ensure that the amenities of the area are not detrimentally affected by the construction of the site outside reasonable working time

Officer Comment

The above would not be appropriate as a condition and is instead recommended as an informative.

6. Publicity and Community Involvement

This application was publicised in accordance with the Council's Local Code of Corporate Governance and the Statement of Community Involvement.

Number of neighbour notification letters sent: 15

Number of site notices: 1

Publicity Type	Publicity Details	Start Date	End Date	Reasons
Site Notice	First site notice	04/08/2026	24/08/2026	Is advertised in the public interest

Statutory advertisement: N/A

Number of representations received: 20 in support.

Comments	Officer Comments
I support this application, the railway is a good asset for Hayling seafront.	
I attended a consultation presentation and Q&A a few months ago where the plans were explained together with the need for this enhancement to our railway facility. The railway is already well used. This development adds to the availability of places of interest outside the narrow window of hot sunny summer days, adding to the island's appeal without necessarily increasing traffic and congestion. Fully supported.	
I fully support this planning application, as if permission is granted, it would improve the tourist attractiveness of the Island; proudly illustrate the important historical role of Hayling island during WWII to residents and visitors; supplement to Light Railway, and hopefully bring more business to the local shops around Eastoke Corner while giving the Council more car parking revenue. So, in summary, it would be good for residents, good for visitors and good for the Council. Please Grant planning permission.	
I support this project. This attraction is an asset to the community and project to improve it are a positive.	

I support this application. It is a fairly unobtrusive extension of an existing, well-run facility which will make it more attractive to visitors (and local people).	
Great plans for a super asset for the area. Fully support.	
Will be an excellent addition to HLR for residents and visitors.	
I fully support the railway heritage centre and shop , the railway is a great addition and attraction to the sea front and may help increase support for other small shops and cafes near by.	
This would be great for Hayling railway I will always support them.	
Just the kind of tourist investment idea Hayling has been lacking for many years. Bravo!	
This would be a lovely addition to the seafront and to the station. The Hayling Light Railway is a valuable asset for the seafront and the addition of a Heritage Centre has my full support.	
I support the application to extend the Eastoke Railway depot and construct a Heritage Centre which will make a great addition to the community facilities on Hayling Island	
I would love to see Hayling keep its heritage alive. The railway brings many visitors to the island, and those visitors help support local businesses and local jobs.	
I wholeheartedly support the application for a heritage centre. Hayling has a unique history - especially the WW2 period, but also as a Roman settlement, the place where windsurfing was invented plus its long standing history as a holiday destination. Currently this rich history is not sufficiently celebrated - this would be a huge benefit to the local community, especially for the education of local children. It will also create another tourist attraction to assist all the	

<p>businesses on the island who rely on holidaymakers. Please let this application proceed to the next stage.</p>	
<p>I am writing as a Hayling resident to express my strong support for the proposed Hayling Heritage Centre planning application.</p> <p>I believe this project would be a valuable asset for our community, helping to preserve and celebrate the unique history and heritage of Hayling Island for future generations. A dedicated heritage centre would provide educational opportunities, encourage community involvement, and create a focal point for both residents and visitors to learn more about the island's past, as well as supporting the lovely light railway.</p> <p>Projects like this are important not only for protecting local history, but also for strengthening community identity and pride. I feel the Heritage Centre would make a positive contribution to the area and become an important cultural resource for Hayling.</p> <p>I hope the Council will give favourable consideration to this application.</p> <p>Yours sincerely,</p> <p>[Redacted]</p> <p>Hayling Island Resident</p>	
<p>I am writing in regard to the heritage centre proposed for the above APP/26/00212, I heartily recommend this.</p> <p>It's time that Hayling had something more to offer both visitors and locals, the island is fading away and we need things like this to bring it back to life</p> <p>I hope that you are able to endorse the heritage centre</p> <p>Kind regards</p> <p>[Redacted]</p>	
<p>Please accept this as my representation regarding the proposed development.</p>	

<p>The proposed extension to the Hayling Light Railway's Eastoke Corner Station and depot will be a valuable adjunct to the railway's facilities.</p> <p>It will support the operation of the railway, which is an asset to Hayling Island and attracts visitors to the area from all over the world.</p> <p>For example, I made a special point of visiting Hayling Island to visit the railway when I visited from Australia a few years ago.</p> <p>Yours sincerely</p> <p>[Redacted]</p>	
<p>I have attended two very interesting meetings about this proposed new heritage centre and shop and would like to give my full support to it. It would provide a much needed new centre of interest for Hayling Island. Situated at the end of the Hayling Light Railway it would mean visitors to the island would be able to visit the centre and which would enhance their short journey on the train.</p> <p>I understand that there would be rolling exhibits which would appeal to different sectors of the public and might also include topics for local school children. As the land is already available, funds would have to be found for the buildings. All in all I think this is an excellent project.</p> <p>[Redacted]</p>	
<p>I absolutely support this application. Eastoke Corner is the liveliest part of the Island, and it attracts many, many visitors all through the year ... visitors that spend money on food and drink once they are here, and pay to park cars. The Railway is a big draw and anyone can see how the kids (and parents & grandparents) love to have a ride on it. Its connection to two other big attractions - the Fun Fair and the wonderful Hayling Island beachfront - makes for a great day out. It's a big attraction as it is, but it will become an even more valuable asset to</p>	

Hayling Island when it becomes a heritage centre. Please approve this planning application. Thank you.	
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Material planning considerations are addressed in Section 7.

7 Planning Considerations

7.1 Having regard to the relevant policies of the development plan it is considered that the main issues arising from this application are:

- (i) Principle of development and compliance with Policy
- (ii) Impact upon the character and appearance of the area
- (iii) Impact upon residential amenity
- (iv) Impact on parking and highways
- (v) Flood risk
- (vi) Ecological considerations and Biodiversity Net Gain
- (vii) Developer contributions
- (viii) Human Rights Act
- (ix) Equalities and Diversities

(i) Principle of development and compliance with Policy

7.2 The application site lies just beyond the urban area boundary defined by the Local Plan, and adjacent to the Rails Lane Local Centre where policies CS4 and AL3 would support uses that promote the vitality and viability of the local centre. Whilst these policies are not directly relevant, nevertheless it is recognised that the proposal would complement existing nearby commercial uses and would result in some combined trips. The site itself also falls within the Beachlands Site of Importance for Nature Conservation (SINC). Policies CS5 and CS6 of the adopted Core Strategy support the safeguarding and improvement of existing tourist facilities in the Borough, and in particular in South Hayling Island. Set against these tourism and economic benefits however there is also the need for new development to respect the key landscape issues of the Borough and natural environmental designations, and an overarching requirement to achieve high-quality design when considering new development proposals.

7.3 The proposal is for a combined Heritage Centre and shop at ground floor and a small office area at first floor. The extension would be internally connected to the existing depot building and platform. A new bin store is also shown to the rear of the building on the proposed ground floor plan.

7.4 The existing depot building, which includes a small staff kitchen area and gift shop accessed from the station platform, was previously approved under a Sui Generis use. The application states that the proposal would fall under use class F2, which covers shops selling essential goods, community meeting places, areas for outdoor sport and recreation, and swimming pools and skating rinks. This use class is therefore inappropriate for the nature of the development. The proposed Heritage Centre would be ancillary to the existing depot buildings and, further to advice from the Council's Legal Team, it is agreed that it would likewise fall under a Sui Generis use.

(ii) Impact upon the character and appearance of the area

- 7.5 The proposed extension would add approximately 8.2m to the length of the existing building and would be of the same width, height, and general external appearance. Materials would also be to match those of the existing depot building. The addition would extend approximately up to the end of the existing ramp to the station platform and picket fencing, and would not encroach on the walkway between Sea Front and Eastoke Car Park. The main use of the extension as a Heritage Centre with a shop would be appropriate considering the setting of the host building adjacent to a Local Centre.
- 7.6 The proposed bin store would house the existing refuse and recycling commercial bins and would be located south of the existing depot building. The bins are currently located to the east of the building and are not secured. The applicant has confirmed that collection arrangements will remain as existing. No elevations have been provided and it is also unclear how the store will be accessed, since the doors appear to open out into the public car park. It is therefore recommended that further details of the appearance of and access to the bin store be secured by condition.

(iii) Impact upon residential amenity

- 7.7 As when the depot was originally approved, the proposed extension will lie in excess of 40m from the nearest occupied properties and, having regard to its intended function, it is not considered likely to result in any unacceptable impacts upon the amenity or outlook of these properties, or the enjoyment of those visitors using the recreational facilities nearby. Environmental Health were consulted and have raised no objection to the proposals.

(iv) Impact on parking and highways

- 7.8 The Highway Authority were consulted and have commented that the additional demand generated by the proposed Heritage Centre is unlikely to have a significant impact on parking demand or the local highway network. Considering the location of the proposal, close to the Local Centre and beach, visitors to the proposal are likely to be making a linked trip. There is reasonable existing parking provision within the existing public car park adjacent and the site is also served by public transport as well being a short walk from the holiday parks in Eastoke and Selmore. The proposal is therefore considered to be in accordance with Policies DM11 and DM14.

(v) Flood risk

- 7.9 The Environment Agency have commented that Flood Risk Standing Advice should be followed and, in this instance, the proposal comprises “an extension to an existing building used for non-domestic purposes where the floor space created by the development does not exceed 250 square metres” and is therefore a minor development. As such the development is exempt from the sequential test. Although located in Flood Zone 3, the proposal is also classed as “less vulnerable” in terms of use so that the exception test does not apply.
- 7.10 Further to comments received from the Council’s Coastal Team, the applicant has provided a site-specific Flood Risk Assessment and amended Minor Extensions in Flood Zone Form. Given the scale of development and that it would be a ‘Less Vulnerable’ use this is considered satisfactory in meeting the requirements of Policy CS15.

(vi) Ecological considerations and Biodiversity Net Gain (BNG)

- 7.11 The application is accompanied by a Preliminary Ecological Report and accompanying BNG Metric Calculation and BNG Summary Report. These have been reviewed by the Council's Ecologist, who has commented that the habitats within the site have been assessed appropriately and are not of significant ecological value overall and therefore impacts on biodiversity will be minimal.
- 7.12 The proposals would result in an overall gain of 11.19% in habitat units, addressed through proposed 'off-site' habitat enhancement entailing the creation of two small areas of modified grassland to the north and north-west of the application site. These areas are leased to the applicant by Havant Borough Council, however given the length of time the Hayling Light Railway Trust have held the leasehold this is not considered an impediment in securing an appropriate S106 Agreement. Therefore, subject to BNG being secured through planning conditions and obligations within a S106 Agreement, it is considered that the proposal would comply with the BNG legislation and would accord with policies CS11, CS16 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

(vii) Developer contributions

- 7.13 The CIL rates to be applied to development are set out in the Havant Borough Community Infrastructure Levy Charging Schedule, which was adopted by the council on the 20th February 2013. This followed two public consultation exercises and an Examination into the Charging Schedule by an independent Examiner. The Examiners Report concluded that the Havant Borough Council Community Infrastructure Levy (CIL) Charging Schedule provided an appropriate basis for the collection of the levy in the borough. The levy is nil-rated against uses that do not involve retail and the Council's Legal Team have confirmed that the proposed use would fall under Sui Generis. The appropriate Community Infrastructure Levy (CIL) forms have been submitted and acknowledged by the Development Infrastructure Team.
- 7.14 Mitigation provided as part of achieving Biodiversity Net Gain (BNG) will require monitoring over a period of 30 years. This requirement will be secured via the S106 process and recommended prior to commencement conditions relating to Biodiversity Gain and Habitat Management and Monitoring Plans.

(viii) Human Rights Act

- 7.15 The development has been assessed against the provisions of the Human Rights Act, and in particular Article 1 of the First Protocol and Article 8 of the Act itself. This Act gives further effect to the rights included in the European Convention on Human Rights. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations which have been balanced and weighed against the wider community interests, as expressed through third party interests / the Development Plan and Central Government Guidance.

(ix) Equalities and Diversities

- 7.16 This planning application has had due regard to Section 149 of the Equality Act with regard to the Public Sector Equality Duty and the case officer has concluded that the application does not cause discrimination on the grounds of gender, race and disability.

8 Conclusions

- 8.1 The proposed extension to the existing Hayling Light Railway depot to form a Heritage Centre and other facilities is acceptable in principle and appropriate in terms of design and its impact on the character of the area. It is considered that it would represent a positive contribution to the Rails Lane Local Centre and wider Hayling Island community and would have a limited and acceptable impact on neighbour amenity and surrounding highways. Appropriate information has been provided for flood risk and Biodiversity Net Gain and further details of the latter would be secured through conditions and an S106 agreement. On this basis the development is recommended for approval.

9. RECOMMENDATION:

That the Head of Planning and Growth be authorised to **GRANT PERMISSION** for application APP/26/00212, subject to the following conditions.

Conditions:

GENERAL	
1	<p>The development must be begun not later than three years beginning with the date of this permission.</p> <p>Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.</p>
2	<p>The development hereby permitted shall be carried out in accordance with the following approved plans:</p> <p>Location and Block Plan 578 PL01 P1 Ground Floor Plan: Proposed 578 PL14 P2 First Floor: Proposed 578 PL15 P1 Roof Plan: Proposed 578 PL16 Elevations (East & West): Proposed 578 PL17 P1 Elevations (North & South): Proposed 578 PL18 P1 Parking Plan 578 SITE01 Preliminary Ecological Appraisal by Arbtech dated 24 November 2025 BNG Summary Report by EcoSupport dated 02 March 2026 Biodiversity Net Gain Statutory Metric by EcoSupport Car Parking Statement received 30 March 2026 FRA Form received 21 August 2026 Flood Risk Assessment received 21 August 2026</p> <p>Reason: To ensure provision of a satisfactory development.</p>

3	<p>The external materials used shall match, in type, colour and texture, those of the existing building so far as practicable.</p> <p>Reason: In the interests of the amenities of the area and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.</p>
4	<p>The hours of operation for the Heritage Centre and Shop hereby approved shall be restricted to between 10:00 and 17:00 Monday to Sunday. Outside of these hours the premises shall be vacated and closed to the public.</p> <p>Reason: To protect the amenities of nearby residential properties and having due regard to policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.</p>
PRIOR TO COMMENCEMENT	
5	<p>A Biodiversity Gain Plan shall be prepared in accordance with the Biodiversity Net Gain Statutory Metric (EcoSupport, March 2026) and must include:</p> <ol style="list-style-type: none"> (1) information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the on-site habitat and any other habitat; (2) the pre-development biodiversity value of the on-site habitat; (3) the post-development biodiversity value of the on-site habitat; (4) any registered off-site biodiversity gain allocated to the development and the value of that gain in relation to the development; (5) any biodiversity credits purchased for the development; and (6) any such other matters as the Secretary of State may by regulations specify. <p>Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990.</p>
6	<p>The development shall not commence until a Habitat Management and Monitoring Plan (HMMP), prepared in accordance with the approved Biodiversity Gain Plan, has been submitted to, and approved in writing by, the local planning authority. The HMMP shall include:</p> <ol style="list-style-type: none"> (1) a non-technical summary; (2) the roles and responsibilities of the people or organisation(s) delivering the HMMP; (3) the planned habitat creation and enhancement works to create or improve habitat to achieve the biodiversity net gain in accordance with the approved Biodiversity Gain Plan; (4) the management measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the completion of development; and (5) the monitoring methodology and frequency in respect of the created or enhanced habitat. <p>Notice in writing shall be given to the Council when the:</p> <ol style="list-style-type: none"> (6) HMMP has been implemented; and

	<p>(7) habitat creation and enhancement works as set out in the HMMP have been completed.</p> <p>The created and/or enhanced habitat specified in the approved HMMP shall be managed and maintained in accordance with the approved HMMP. Monitoring reports shall be submitted to local planning authority in writing in accordance with the methodology and frequency specified in the approved HMMP.</p> <p>Reason: To ensure the development delivers a biodiversity net gain on site in accordance with Schedule 7A of the Town and Country Planning Act 1990.</p>
PRIOR TO FIRST USE	
7	<p>Prior to first beneficial use of the extension hereby approved, details of the proposed secure bin store including the size, appearance, and means of access shall be submitted in writing for approval by the Local Planning Authority. The development shall thereafter operate in accordance with the approved details.</p> <p>Reason: To protect the amenities of the local area and having due regard to policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.</p>

Informatives:

1	<p>In accordance with paragraph DM3 of the NPPF Havant Borough Council (HBC) takes a positive and proactive approach and works with applicants/agents on development proposals in a manner focused on solutions by:</p> <ul style="list-style-type: none"> • Offering a pre-application advice service, and • Updating you of any issues that may arise in the processing of your application and where possible suggesting solutions, and, <p>In this instance:</p> <ul style="list-style-type: none"> • You were updated about issues after the initial site visit, additional information was requested and forthcoming, making your proposal acceptable.
2	<p>Construction of the development including site traffic and deliveries shall only be carried out between 8:00 am and 6:00 pm Mondays to Fridays and 8:00 am and 1:00 pm on Saturdays and at no time on Sundays and Public Holidays.</p>
3	<p>The effect of paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 is that planning permission granted for the development of land in England is deemed to have been granted subject to the condition “(the biodiversity gain condition”) that development may not begin unless:</p> <p>(a) a Biodiversity Gain Plan has been submitted to the planning authority, and;</p> <p>(b) the planning authority has approved the plan.</p>

	<p>The planning authority, for the purposes of determining whether to approve a Biodiversity Gain Plan if one is required in respect of this permission would be Havant Borough Council.</p> <p>There are statutory exemptions and transitional arrangements which mean that the biodiversity gain condition does not always apply. Based on the information available this permission is considered to be one which will require the approval of a biodiversity gain plan before development is begun because none of the statutory exemptions or transitional arrangements are considered to apply.</p>
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