DELEGATED OFFICER REPORT

PROPOSAL	**Display of 5No illuminated signs and 6No non-illuminated signs.**
LOCATION:	258 Havant Road, Hayling Island, PO11 0LP
REFERENCE NO:	APP/26/00170
APPLICANT:	Mr Kais Ali
APPLICATION TYPE:	Consent to display an advertisement
CONSULTATION EXPIRY DATE:	15/09/2026
APPLICATION EXPIRY DATE:	06/05/2026 (**Agreed extension of time until 25/09/2026**)
WARD:	Hayling West
CASE OFFICER	Robert Riley

SUMMARY RECOMMENDATION: Refuse

1. Site Description

The application site comprises a petrol station on Hayling Island. Policy AL2 identifies the site as lying outside a settlement, in rural north Hayling Island. Langstone Bridge and the A3023 towards Havant lie to the north, while farmland surrounds the site to the east, south and west. The site is also within the Chichester Harbour National Landscape.

2. Planning History

2.1 No relevant history.

3. Proposal

3.1 Display of 5No illuminated signs and 6No non-illuminated signs.

Officer comment:

3.2 The works had already been completed prior to the officer's site visit to the application site.

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 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
S5: Principle of development outside settlements

Havant Borough Local Plan (Core Strategy) March 2011
CS16 High Quality Design
CS11 Protecting and Enhancing the Special Environment and Heritage of Havant Borough
CS15 Flood and Coastal Erosion
DM10 Pollution
CS12 Chichester Harbour Area of Outstanding Natural Beauty (AONB)

Havant Borough Local Plan (Allocations) July 2014
AL1 Presumption in Favour of Sustainable Development
AL2 Urban Area Boundaries and Undeveloped Gaps between Settlements
DM21 Shopfronts, Signs, Security Shutters and Advertisements

Emsworth Neighbourhood Plan Post Examination Version 2020
N/A

Chichester Harbour Management Plan (2025-2030)
Planning Principles PP01 – Great Weight for a Nationally Important Landscape
Planning Principles PP05 – Dark Skies & Light Pollution
Planning Principles PP07 – Development near the National Landscape Boundary

Havant Borough Council Borough Design Guide SPD December 2011
Chichester Harbour Area of Outstanding Natural Beauty Joint Supplementary Planning Document, July 2017

Listed Building Grade: Not applicable
Conservation Area: Not applicable

5. Statutory and Non Statutory Consultations

Southern Water	No comments received. **Officer comment**: The works have already been completed and appears to be above ground and unacceptable impacts that could have occurred towards the sewer network are considered to be unlikely.
Chichester Harbour Conservancy	Chichester Harbour Conservancy's Response: HOLDING OBJECTION Reasoning: • Non-compliance with the Adopted Joint Supplementary Planning Document for Chichester Harbour AONB (2017). • Non-compliance with the adopted Chichester Harbour Management Plan (2024

	25). • Non-compliance with the Management Plan for Chichester Harbour National Landscape (2025-2030) Incorporating the Amenity Area and Harbour (submitted to Havant Borough Council for adoption). Reasoned Justification 1.0 Development in a National Landscape 1.1 The site of the proposed development is inside the National Landscape (designated as an Area of Outstanding Natural Beauty in 1964) and inside Chichester Harbour Conservancy's Amenity Area (as defined in 1971). 1.2 Development in a National Landscape is strictly managed to conserve and enhance natural beauty, requiring high standards of design. The Levelling-up and Regeneration Act (2023) amended section 85 of the Countryside and Rights of Way Act to create a new duty on relevant authorities that they "must seek to further the purpose of conserving and enhancing the natural beauty of the area" when discharging their functions in a National Landscape. 1.3 The Advertisement Consent Statement acknowledges the sensitive location of the development site but there is little demonstration that this has been accounted for. The issue is that the proposed development, as it stands, does not seek to the further the purpose of conserving and enhancing natural beauty are the area.

	2.0 Dark Skies 2.1 The Campaign to Protect Rural England published Night Blight: Mapping England's light pollution and dark skies in 2016. Therein on page 14 it says: "There are 34 Areas of Outstanding Natural Beauty in England which protect 26% of our darkest skies. Planning policies and decisions are taken by the various local authorities within the AONB area." "On average, Cannock Chase AONB is the brightest" and it continues, "The Chichester Harbour AONB is the next but one brightest." Light pollution is a recognised issue at Chichester Harbour National Landscape. 2.2 Since the CPRE report was published, successive Management Plans for Chichester Harbour (2019-2024, 2024-2025, and 2025-2030) have raised the importance of Dark Skies through the Conservancy's own Planning Principles that recognise the relevant section of the Adopted Joint SPD in 2017. 2.3 The Adopted Joint SPD states the following: Dark Skies (Page 47) 30.1 Applicants are encouraged to develop lighting proposals that reduce the adverse impact of artificial light in Chichester Harbour. Smooth, reflective building materials, including large horizontal expanses of glass, particularly near the harbour, have the potential to change natural light and to create polarised light pollution affecting

	wildlife. 30.2 A statement outlining where the light will shine; when the light will shine; how much light will shine; the possible ecological impact and a series of mitigation measures, if appropriate, should accompany a planning application. 30.3 Applicants are encouraged to include evidence to demonstrate the following: The lighting proposals are the minimum needed for security and/or working purposes. Any obtrusive light from glare or light trespass is an acceptable level. Light beams will not be pointed out of windows. Security lights are fitted with passive infra-red detectors (PIRs) and/or timing devices so as to minimise nuisance to neighbours and are set so that they are not triggered by traffic or pedestrians passing outside the property or premises. Overall compliance with the published best practice guidance from the Institution of Lighting Professionals. 2.4 APP/26/00170 has not demonstrated any attempt to reduce the impact of artificial light on Chichester Harbour. There is no statement outlining where the light will shine, nor any ecological considerations. 3.0 Conclusion 3.1 Chichester Harbour Conservancy appreciates the site provides an important service for residents and visitors to Hayling Island, and therefore is taking a pragmatic approach to its response in terms issuing a holding objection rather than recommending refusal, to give

	the applicant the opportunity to provide further information which will help to alleviate concerns. 3.2 The LPA are advised to seek from the applicant: a) an application that better reflects the national importance of the site that genuinely seeks to further the purpose of conserving and enhancing the natural beauty of the area; and; b) a lighting plan that is consistent with guidance from the Institution of Lighting Professionals, following a best practice approach. 3.3 If these matters are satisfactorily addressed, the holding objection will be removed. 3.4 If this information is not forthcoming, or is unsatisfactorily addressed, Chichester Harbour Conservancy will recommend refusal.
Natural England	No comments received.
County Highways Team	In regard to application APP/26/00170, the submitted information has been reviewed, and there would be no objection to the proposals from a highway perspective. Whilst no specific site plan has been submitted, as would normally be expected, which shows the specific location of each proposed sign, it is understood that this is because all signs will remain in the same position as that currently approved and on site. Essentially, the signs are simply being rebranded to show new operator details. If this is the case, then all signs are located in non-obstructive positions (visibly and physically), and the maximum luminance level is 300 cd/sqm which is acceptable.

	If it is not the case that signs are to be located in exactly the same positions, then it would be requested that a proposed site layout plan is submitted for assessment accordingly.
Ecologist	No comments received.
Environmental Health	**Environmental Health Original comments on 17/04/2026** Having reviewed the Planning Statement and signage drawings, there are concerns that the colour of LEDs and level of illumination are not appropriate for the location. Environmental Health have also received a complaint of light pollution resulting from the signs. Photographs provided by the complainant indicate significant glare across the water. The area surrounding the petrol station is largely uninhabited and presents a dark landscape, which would place the area in Environmental Zone E1. Table 8 of ILP guidance note 01 'The reduction of Obtrusive Light, 2021' includes that sign luminance should not exceed 50cd/m2 in E1 areas. The use of CCT 6500k white LEDs increases the likelihood for glare impacts due to uncomfortable brightness when viewed against a dark background, which may give rise to obtrusive light. This is likely to be exacerbated across water due to reflections. The bright white colour also creates a strong contrast against the dark landscape. ILP PG05 explicitly states that contrast is one of 4 main factors affecting brightness. Given the above, the proposals introduce concerns for adverse light impacts to residential amenity. To minimise potential impacts, LED CCT should not exceed 3000k and the sign luminance should not exceed 50cd/m2.

	Without the implementation of measures to reduce glare and luminance, Environmental Health recommends the application is refused. **Environmental Health Further commented on 20/04/2026**: Further to my previous comments, to overcome the objection from Environmental Health (pollution) the applicant must submit a lighting strategy to demonstrate that external lighting shall comply with criteria detailed in ILP GN01 'The reduction of obtrusive light', such that the sign luminance does not exceed 50cd/m2. It is further recommended that light colour (CCT) does not exceed 3000k. *A lighting survey was undertaken by the agent, and was received and uploaded on 25/08/2026 and Environmental Health was reconsulted.* **Environmental Health Final comments on 10/09/2026** The Cudd Bentley Consulting document entitled '258 HAVANT ROAD, HAYLING ISLAND, HAMPSHIRE | DEPOL | EXTERNAL LIGHTING ASSESSMENT | DOC NO. 7274-CBC-SS-RP-E-000001 | REV: P01' (dated 06/08/2026) has been reviewed. There are several elements of the report that bring the reliability of the conclusions into question. The report does not reference the most recent version of ILP Guidance Note GN01. The report identifies the area as Environmental Zone E3 which is described as - "represents medium district brightness areas, such as industrial or residential suburbs".

	ILP guidance describes E3 zones as "Small town centres or suburban locations". A review of online maps indicates that the development site is remote from any other buildings within an approximate 140m radius and that residential and industrial suburbs do not occur within approximately 420m+. It is the opinion of Environmental Health that the area is of rural character. The Environmental Zone categorised by the report therefore requires justification or revised to an appropriate category. The report's dark sky assessment appears to reference a different site (Hinckley Road, Ansty, Coventry) rather than the application site at Hayling Island, which raises concerns regarding the accuracy of the assessment and the reliability of the report's conclusions. The report advises that external lighting calculations have been carried out, then states that light trespass and luminaire intensity have been assessed but not calculated. As such, no quantified assessment of light intrusion or luminaire intensity has been provided. The report implies that the type and design of luminaires are proposed and not installed, however it is understood that the lighting is already in use. The ASSESSMENT SUMMARY MATRIX advises that "Skyglow cannot be measured, as the graphics and material type of the branded canopy lighting are unknown", but section 10.2 of the report includes luminaire specification. With respect to the above points, Environmental Health has significant concerns regarding the

	quality and robustness of the submitted assessment and does not consider it provides a reliable basis upon which to determine the effects of the lighting scheme. Without further information addressing the above points, Environmental Health recommends the application is refused.
Southern Gas	Please find an extract from our mains records for your proposed work area, any SGN assets are described in the map legend. On some occasions blank maps may be sent to you, this is due to your proposed work being in a no gas area but within our operational boundaries. This mains record only shows the pipes owned by SGN in our role as a Licensed Gas Transporter (GT). Please note that privately owned gas pipes or pipes owned by other GTs may be present in this area and information regarding those pipes needs to be requested from the owners. If we know of any other pipes in the area we will note them on the plans as a shaded area and/or a series of x's. The information shown on this plan is given without obligation or warranty and the accuracy cannot be guaranteed. Service pipes, valves, siphons, stub connections etc. are not shown but their presence should be anticipated. Your attention is drawn to the information and disclaimer on these plans. The information included on the plan is only valid for 28 days. On the mains record you may see the low/medium/intermediate pressure gas main near your site. There should be no mechanical excavations taking place above or within 0.5m of a

	low/medium pressure system or above or within 3.0m of an intermediate pressure system. You should, where required confirm the position using hand dug trial holes. A colour copy of these plans and the gas safety advice booklet enclosed should be passed to the senior person on site in order to prevent damage to our plant and potential direct or consequential costs to your organisation. Safe digging practices in accordance with HSE publication HSG47 “Avoiding Danger from Underground Services” must be used to verify and establish the actual position of the mains, pipes, services and other apparatus on site before any mechanical plant is used. It is your responsibility to ensure that this information is provided to all relevant people (direct labour or contractors) working for you on or near gas pipes. It must be stressed that both direct and consequential damage to gas plant can be dangerous for your employees and the general public and repairs to any such damage will incur a charge to you or the organisation carrying out work on your behalf. Your works should be carried out in such a manner that we are able to gain access to our apparatus throughout the duration of your operations. If you require any further information please do not hesitate to contact us. **Officer comment**: The works have already been completed and are above ground. As the application is recommended for refusal, an informative relating to these comments will not be added to the decision notice.
Councillor Wilf Forrow	

	When I saw the original application, it looked like a one-for-one replacement of the original AppleGreen lighting, but I hadn't seen it at night. (redacted) has pointed out that it's not at all comparable. Please can I red card it, and give us time to visit the site at night? **Officer comment**: Cllr Forrow was emailed by the case officer to advise that the application is to be refused by officers. Following this he has rescinded his red card for the application to be refused under delegated powers.
Councillor Paul Gray	No comments received.
Councillor Jonathan Hulls	No comments received.

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.

Publicity Type	Publicity Details	Start Date	End Date	Reasons
Site Notice	Display of 5No illuminated signs and 6No non-illuminated signs.	18/03/2026	08/04/2026	Is advertised in the public interest

Neighbouring properties consulted (as defined by the Statement of Community Involvement)

Number consulted: 1

Number of representations received: Objecting = 26 - Supporting = 0 - Neutral = 1

Summary of objections:	
Concerns regarding clarity of locations and sizes of the signs.	The plans have been considered as acceptable and have been determined upon this basis.
Light pollution harming marsh and animal species	Noted, however ecology is not a consideration for an advertisement application.
Glare when entering the harbour by boat	Concern is noted.
Las Vegas comes to Hayling/ Lights can be seen from Portsdown Hill	This is assessed in section 7.
Light is a safety hazard for walkers	Noted.
Light is out of keeping for a rural area	This is assessed in section 7.
No mention of when signs would be lit	Noted, however as refusal has been recommended, this has not been further assessed.
Totem is too large	The totem (excluding the lighting of the scheme) is considered to be of an acceptable scale and this application is for its signage.
Light pollution from the site should be investigated	The site has been investigated by Environmental Health
Request for lighting survey	This has been subsequently provided.
Works were done without permission	This is noted in section 3 and 7
Out of keeping with the national landscape	This is assessed in section 7.
Safety issue for drivers	The County Highway Team has been consulted and has not objected to the works.
Statements are inaccurate	Noted, however as refusal has been recommended, this has not been further assessed.

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
(ii) Visual amenity and impacts upon the Chichester Harbour National Landscape
(iii) Highway safety
(iv) Effect upon residential amenity
(v) Flood Risk
(vi) Human Rights Act
(vii) Equalities and Diversities

(i) Principle of Development

7.2 The application site is located outside the urban area, which on Hayling Island is classed as 'non-urban' land rather than undeveloped gap**.** Policy AL2 of the Havant Borough Core Strategy (2011) states that planning permission will be granted for development outside the urban area provided it either relates to small scale householder development, meets an overriding public need that cannot be accommodated elsewhere in the Borough, or meets the policies for exceptional development in 'rural areas' as set out in the NPPF**.** The NPPF (2026) in section B1 of S5 advises that "Only certain forms of development should be approved outside settlements, as *set out in the following list. These should be approved, unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework*."

7.3 The proposal is for advertising consent for the display of 5No illuminated signs and 6No non-illuminated signs. The proposal relates to "*Development for rural businesses and services*" and is assessed below.

(ii) Visual amenity and impacts upon the Chichester Harbour National Landscape

7.4 The principle of the display of signs of this scale and general appearance has been established with regard to the previous signage that existed on site. The proposed signage is attached to the site's canopy, totem, front elevation, pumps, car wash, entrance and exit signs, together with other miscellaneous signage associated with the change in business. The signage replaces signs related to the previous business on site and, excluding illumination, is considered to have an acceptable impact in the petrol station setting.

7.5 However, numerous third-party residents have stated that the illumination from the petrol station is too bright and visually incongruous, particularly at night. Further correspondence regarding night-time illumination shows that the site lighting is extremely prominent and incongruously bright, with a light-green colour. Environmental Health also referred in its original response to complaints of "*light pollution resulting from the signs. Photographs provided by the complainant indicate significant glare across the water*".

7.6 This incongruous level of lighting would not accord with the following sections of National and Local Policy regarding visual amenity. Impacts upon the visual amenities of the Chichester Harbour National Landscape are discussed below.

Policies CS16: High Quality Design

7.7 Policy CS16 of the Havant Borough Local Plan (Core Strategy) March 2011 states that development should "*identify and respond positively to existing features of natural, historic or local character within or close to the proposed development site*". The illuminance from the proposal is not considered to respond positively to the local character of the site and is instead considered to have a harmful and incongruous effect.

DM21 Shopfronts, Signs, Security Shutters and Advertisements

7.8 Policy DM21.4 of the Havant Borough Local Plan (Allocations) 2014 states that the level of illumination should not result in significant light pollution or have a detrimental impact upon the amenity of the local area. In the interests of amenity and public safety, individually illuminated letters may be preferable to entirely illuminated signs. The proposal is considered to have an unacceptable impact in terms of light pollution and to harm the visual amenities of the area.

AL2 Urban Area Boundaries and Undeveloped Gaps between Settlements

7.9 Policy AL2 of the Havant Borough Local Plan (Allocations) July 2014 states that proposals should meet an overriding public need that cannot be accommodated elsewhere in the Borough, or meet the policies for exceptional development in rural areas set out in the NPPF. These criteria are relevant to this application. The proposal is not considered to demonstrate an overriding need for the incongruous lighting and, because of the adverse lighting impact associated with the non-urban service/business, does not accord with this policy.

NPPF 2026 S5: Principle of development outside settlements

7.10 While the development has been considered as "*development for rural businesses and services*", Policy S5 states that such development should be approved unless the benefits are substantially outweighed by adverse effects. The incongruous level of illumination is considered to substantially outweigh the benefits of the proposal and therefore the proposal does not accord with this policy.

7.11 Owing to the above considerations and the prominent and incongruous illuminance, the proposal is considered to be out of character and to have a harmful impact upon the visual amenities of the locality. It would therefore be contrary to Policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011, Policies AL2 and DM21 of the Havant Borough Local Plan (Allocations), and the National Planning Policy Framework (2026).

Impacts upon the Chichester Harbour National Landscape

7.12 Policy CS11 of the HBLP (Core Strategy) seeks to protect and, where appropriate, enhance the borough's key landscape and built-form principles. Policy CS12 requires, amongst other matters, that development conserve and enhance the special qualities of the Chichester Harbour National Landscape (formerly AONB). Chichester Harbour Conservancy was consulted on the potential impact and raised a holding objection on the grounds that the proposal would "*not seek to further the purpose of conserving and enhancing the natural beauty of the area*".

7.13 The level of lighting and illuminance would not accord with the relevant provisions of the Chichester Harbour Management Plan (2025–2030) and is not considered to accord with Policies CS11 and CS12. The relevant Management Plan policies are set out below.

PP01 Great Weight for a Nationally Important Landscape

1. Chichester Harbour National Landscape has the statutory primary purpose to conserve and enhance the natural beauty of the area. Great weight is to be given to the protection of the National Landscape and its setting, its special qualities, and the policy aims.
2. All development inside and affecting the National Landscape must seek to further the natural beauty of the National Landscape, and be consistent with the Policy Aims of the Management Plan.
3. Development within the coastal margin will be very carefully scrutinised, particularly in the intertidal area of the National Landscape, which is extremely sensitive to all forms of development.

PP05 Dark Skies & Light Pollution

1. All development proposals should aspire to reduce the adverse impact of artificial light
in Chichester Harbour National Landscape. The Institution of Lighting Professionals has
published best practice guidance

PP07 Development Near the National Landscape Boundary

1. The boundary of the National Landscape acts as a visual buffer zone, protecting it from development and safeguarding its setting. The long-distance northerly views to and from Chichester Harbour National Landscape are to be maintained. The landscape and setting of Chichester Harbour National Landscape is of national importance.

7.14 The policies above are not considered to be complied with and the impact upon the Chichester Harbour National Landscape is considered unacceptable.

7.15 Owing to the above considerations regarding the Chichester Harbour National Landscape, and having regard to the prominent and incongruous illuminance, the proposal is considered to have a harmful impact upon its special qualities. It would therefore be contrary to Policies CS11 and CS12 of the HBLP (Core Strategy) 2011, the Chichester Harbour Management Plan (2025–2030), and the NPPF 2026.

(iii) Highway safety

7.16 The County Highways team was consulted during the application process due to potential highway risk. It did not object to the works and the proposal is considered to have an acceptable impact upon highway safety.

(iv) Effect upon residential amenity

7.17 Concerns have been raised during consultation by numerous residents of the Island. They are concerned that light pollution from the signage is too bright, particularly at night. Environmental Health was consulted during the application process and stated:

"*The use of CCT 6500k white LEDs increases the likelihood for glare impacts due to uncomfortable brightness when viewed against a dark background, which may give rise to obtrusive light. This is likely to be exacerbated across water due to reflections. The bright white colour also creates a strong contrast against the dark landscape. ILP PG05 explicitly states that contrast is one of 4 main factors affecting brightness*".

"*Given the above, the proposals introduce concerns for adverse light impacts to residential amenity*".

7.18 Given the above comments from Environmental Health, the proposal is considered to create an unacceptable level of glare. It is not considered to accord with Policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and is considered to have an unacceptable impact upon residential amenity.

(v) Flood Risk

7.19 Due to part of the application site being located in Flood Zone 3, a Flood Risk Assessment form was provided. The flood risk assessment is considered acceptable and the proposal is considered to accord with Policy CS15 of the Havant Borough Local Plan (Core Strategy) 2011.

(vi) Human Rights Act

7.20 The development has been assessed against the provisions of the Human Rights Act, in particular Article 1 of the First Protocol and Article 8 of the Act itself. In arriving at this recommendation, due regard has been given to the applicant's reasonable development rights and expectations, balanced against the wider community interests expressed through third-party representations, the Development Plan and Central Government guidance.

(vii) Equalities and Diversities

7.21 This application has had due regard to Section 149 of the Equality Act and the Public Sector Equality Duty. It has been concluded that the application does not cause discrimination on the grounds of gender, race or disability.

8. Conclusion

8.1 The lighting of the proposal is considered to have a harmful impact upon the character and visual amenity of the locality, the Chichester Harbour National Landscape and residential amenity. The application is therefore recommended for refusal.

9. RECOMMENDATION:

That the **Head of Planning & Growth** be authorised to **Refuse** for application APP/26/00170 for the following reasons:

1. The proposed lighting by virtue of its excessive illuminance, has an urbanising and harmful impact on the rural character of the area in particular at nighttime. The proposal is considered to be visually intrusive and incongruous, harmful to the intrinsic rural character of the surrounding area and does not accord with Policies CS16 of the Havant Borough Local Plan (Core Strategy) 2011, and Policies AL2 and DM21 of the Havant Borough Local Plan (Allocations) and Policy S5 of the National Planning Policy Framework (2026).

2. The lighting, by virtue of its illuminance levels, visual prominence, glare and associated light spill, introduces an intrusive source of artificial illumination within the Chichester Harbour National Landscape. The development erodes the dark rural character of the area and fails to conserve and enhance the natural beauty, tranquillity and special qualities of the Chichester Harbour National Landscape. Consequently, the proposal would result in unacceptable harm to the visual amenity of the National Landscape, and the proposal does not accord with Policies CS11 and CS12 of the HBLP (Core Strategy) 2011, the Chichester Harbour Management Plan (2025 - 2030) and the NPPF 2026.

3. The lighting by virtue of its illuminance levels is considered to introduce a potential for unacceptable glare impacts with reference to the dark background of the application site and obtrusive white light illuminance and proximity to the Chichester Harbour's water and is considered to have an unacceptable impact towards residential amenity. By virtue of this the proposal would not accord with Policies CS16 and DM10 of the HBLP (Core Strategy) 2011 and the NPPF 2026.

Informative

1. In accordance with Policy DM3 of the NPPF 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:

   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,

   In this instance:

   You were updated about issues after the initial site visit,

   Your application is considered unacceptable for the reasons set out in this Decision Notice.