

Points for Hayling Residents taken from the Draft Local Plan 2036

Selected extracts taken from the 359 page Draft Local Plan for 2036

<https://www.havant.gov.uk/draft-local-plan-2036-pdf-93-mb>

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- Key to achieving the strategic priorities of this Local Plan is the regeneration and development of key sites and projects. This includes underused brownfield sites in town centres and on Hayling Island Seafront. It also includes the development of Southleigh and key infrastructure projects;
- The Council will lead on the regeneration of these projects, assisting in assembling sites where necessary and working with the development partners to achieve their delivery.
- The council is also committed to the regeneration of these sites and will use all of the available tools at its disposal to deliver development. This will include the use of compulsory purchase powers, where necessary.

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The Council considers it particularly important that local residents are involved in the development management process as early as possible. The Council therefore encourages applicants on major, significant or sensitive sites to engage with the community before a planning application is actually submitted. This could be by making use of residents' associations, bespoke websites, leaflet drops and engaging with community social media groups.

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Hayling Island Seafront

3.61

This policy would update and replace site HY45 (Beachlands) of Policy HY2 of the Allocations Plan. It also contains a number of new sites which were not part of that allocation.

Background

3.62

Hayling Island is a traditional seaside resort and the birthplace of windsurfing. However its tourism market has been largely reliant on and aimed at traditional summer visitors. In the future, the visitor economy will increasingly be made up of day visitors as well as longer stays throughout the year.

3.63

This provides an opportunity for Hayling Island to build on its reputation as an excellent place to visit, particularly for watersports. However to capitalise on its potential, significant investment and development is needed in:

- The public realm
- Leisure and attractions

- Visitor accommodation

3.64

Previous master plans have proposed ambitious ideas for new development along the seafront for a number of years. For various reasons these have not come to fruition. The Council is committed to the regeneration of Hayling Island Seafront to grow and sustain a thriving local economy. In order to deliver positive regeneration on the seafront the approach being proposed is focused on delivering change in realistic phases.

3.65

Hayling Seafront also offers excellent leisure facilities for local residents and supports a wide range of natural habitats. There is a need for carefully balanced seafront investment that will maintain and build on its existing character. Enhanced recreation facilities have the potential to increase visitor appeal all year round and improve the local population's health and wellbeing. The character of the seafront varies in activity intensity with both lively and tranquil stretches that contribute to its broad appeal. It is essential that provision for recreation complements the seafront landscape and respects its intrinsic natural value.

3.66

The Council owns a large amount of land along the seafront and so will be a major player in the regeneration project. However with the challenging nature of Local Government finance, the project will need to be cost neutral in terms of capital. As a result, the intention is to develop the seafront in four phases. This will start by redeveloping underused Council owned plots of land in the east. The capital gained from this development will fund the next site and move increasingly west, eventually funding the development of the larger sites of Beachlands and West Beach.

3.67

With the exception of West Beach, all of the sites will involve the development of new housing. This is necessary in order to gain development value from the sites to fund the investment in the public realm and visitor facilities at West Beach in particular.

The following policy is provided as a starting point for any subsequent site allocation included in the Pre-Submission Local Plan. It will be updated as necessary to reflect the findings of the borough-wide Transport Assessment and the Hayling Island Highway and Transport Infrastructure Assessment which are underway. Please refer to pages 226-227 for further information.

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Phase 1: Creek Road Regeneration Area

3.68

The development opportunities in this area form the first phase of a strategy of Council schemes kick-starting further regeneration of Hayling Island seafront.

3.69

This area is predominantly residential with areas of public car parking, open space and a community facility. There are three specific sites identified for development. These are highlighted in the SHLAA as:

1. The Nab car park (HY49)
2. Open space (HY32)
3. Community centre and car park (HY48)

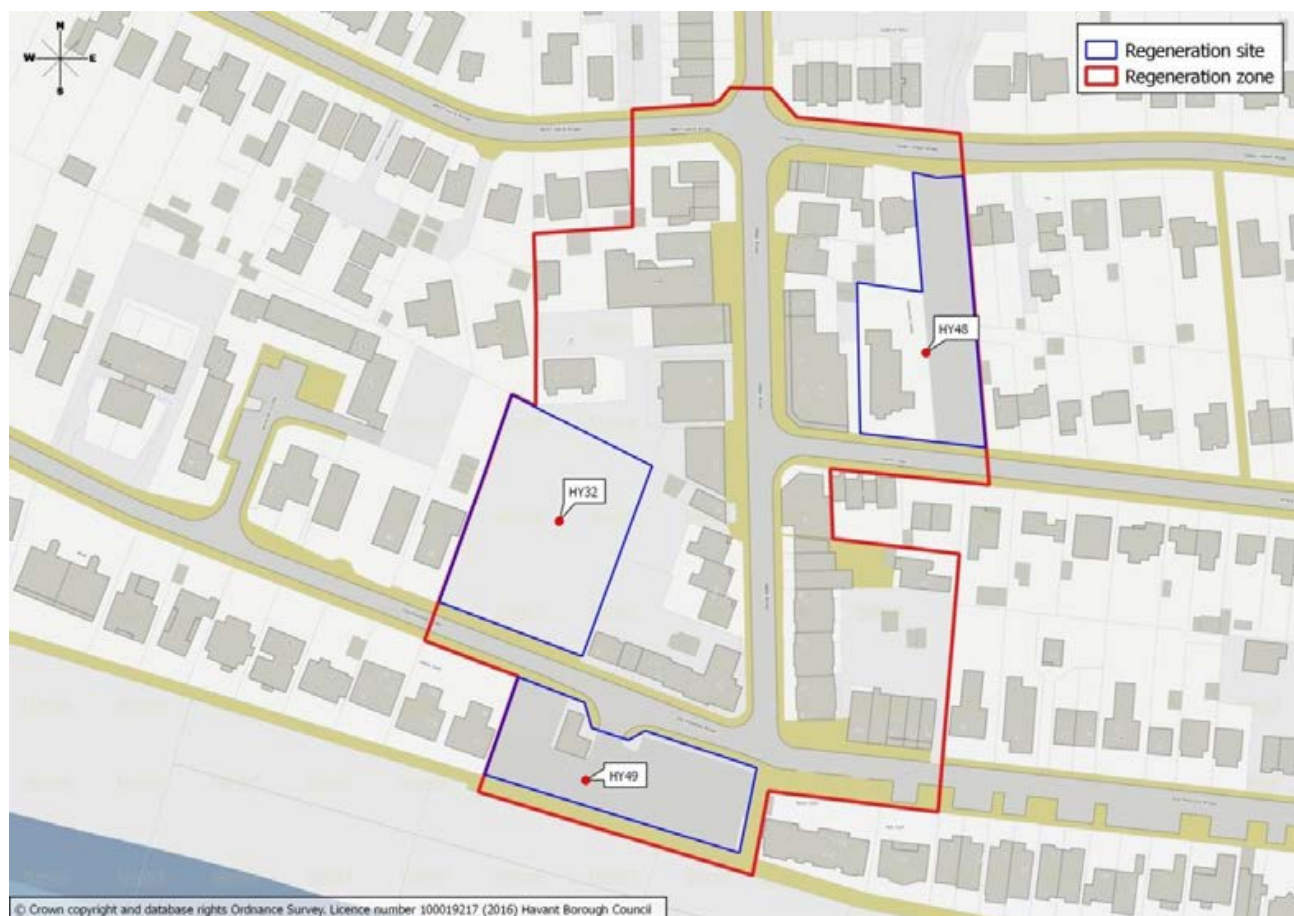
3.70

Outside of the specific sites, development will be permitted where it enhances the environment for the visitor economy.

Opportunities and Constraints

- Replacement of the existing Eastoke Community Centre
- Development of underused parking areas where it is shown that they are not required, or alternative provision can be identified
- New homes to maximise the waterfront location
- Loss of emergency equipment store and toilet block, which if required should be replaced through the development
- Opportunity to enhance green infrastructure
- Adjacent to SINC
- Flood zone 2
- Off-site water mains reinforcement is likely to be required
- The sites are within a Radon Class 2 area
- Channel in car park acts as drainage surge conditions relief in high tide or storm.

Figure 7: Creek Road Regeneration Zone



3.71

The development opportunities at Eastoke Corner form the second phase of the regeneration of Hayling Island's seafront.

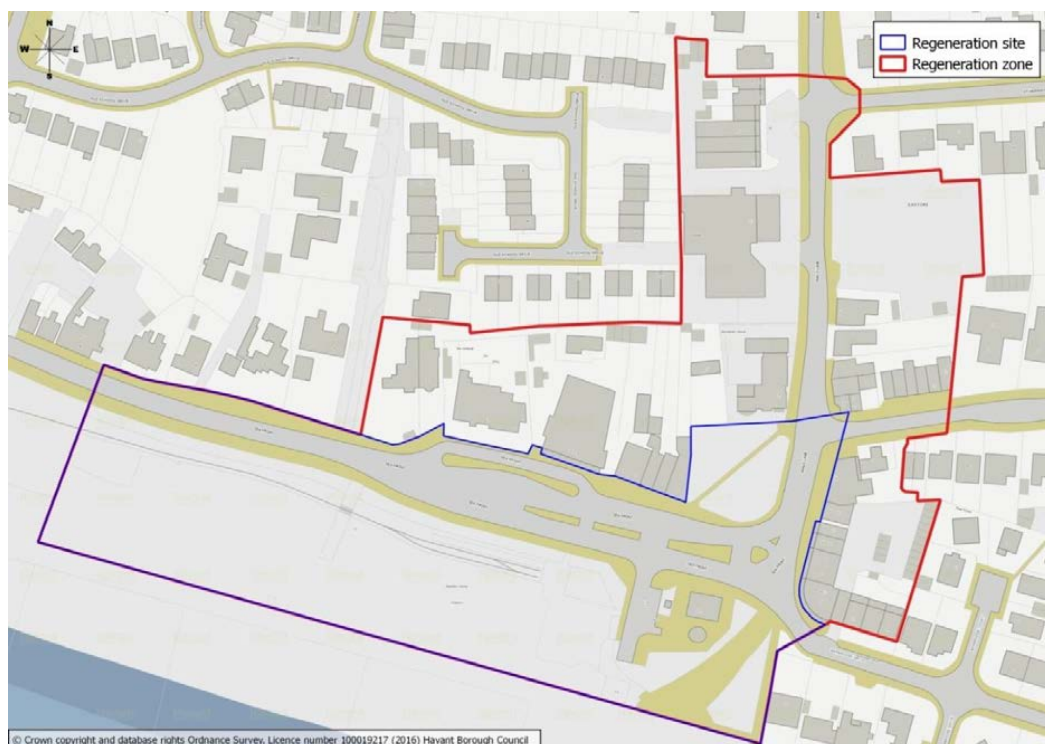
3.72

This area comprises leisure and retail uses which form a focus for tourism on the island, the area includes a play space, performance space and recreation facilities as part of the public realm. The area is characterised by an unusually large expanse of highway and a dominant toilet block, offering an opportunity to reconfigure it to provide a higher quality public realm at the eastern end of the seafront.

Opportunities and constraints

- Remodelling the existing highway to facilitate the provision of cycling and pedestrian use, along with making more efficient use of land
- Parts of the North of the Eastoke Corner site lies within Rails Lane Local Centre
- Parts of the South of Eastoke Corner site are within or adjacent to a SINC designation
- The southern part of the site is in Flood zone 2
- Potential for public art to provide a focal point to the eastern end of the seafront
- Potential provision of live-work units
- Redevelopment would affect existing toilet block
- Land south of the site is identified as a secondary network site for Solent Waders and Brent Geese
- Off-site water mains reinforcement is likely to be required
- The site is within a Radon Class 2 area.

Figure 8: Eastoke Corner Regeneration Area



3: Beachlands Regeneration Area

3.73

The development opportunity at Beachlands forms the third phase of the regeneration of Hayling Island's seafront. This area forms part of the heart of the tourism offer on the island and includes a traditional funfair, leisure and retail uses.

3.74

However, visitors to this key destination are presented with a negative first impression due to the dated nature of the existing facilities. Significant improvements are required to transform this into a striking arrival point for visitors to Hayling Island's seafront. This could involve the loss of the funfair.

3.75

The area also includes the landmark Listed Building, Norfolk Crescent. A fine Georgian building in its time and whilst slowly improving it remains relatively run down. The flats along this part of the seafront have little cohesion and any new development in this area must encompass design quality that raises the whole area.

3.76

The development of the area should include significant leisure provision alongside the residential development that would be needed to provide the necessary value for the site.

3.77

The design and layout of the site must be informed by a comprehensive master plan approach that considers the site's constraints and context. Due to the need for comprehensive development of the site and the many constraints it faces, a planning application should only take place following extensive pre-application discussions. Due to the constraints and nature of the site, its piecemeal development would not be appropriate.

Opportunities and constraints

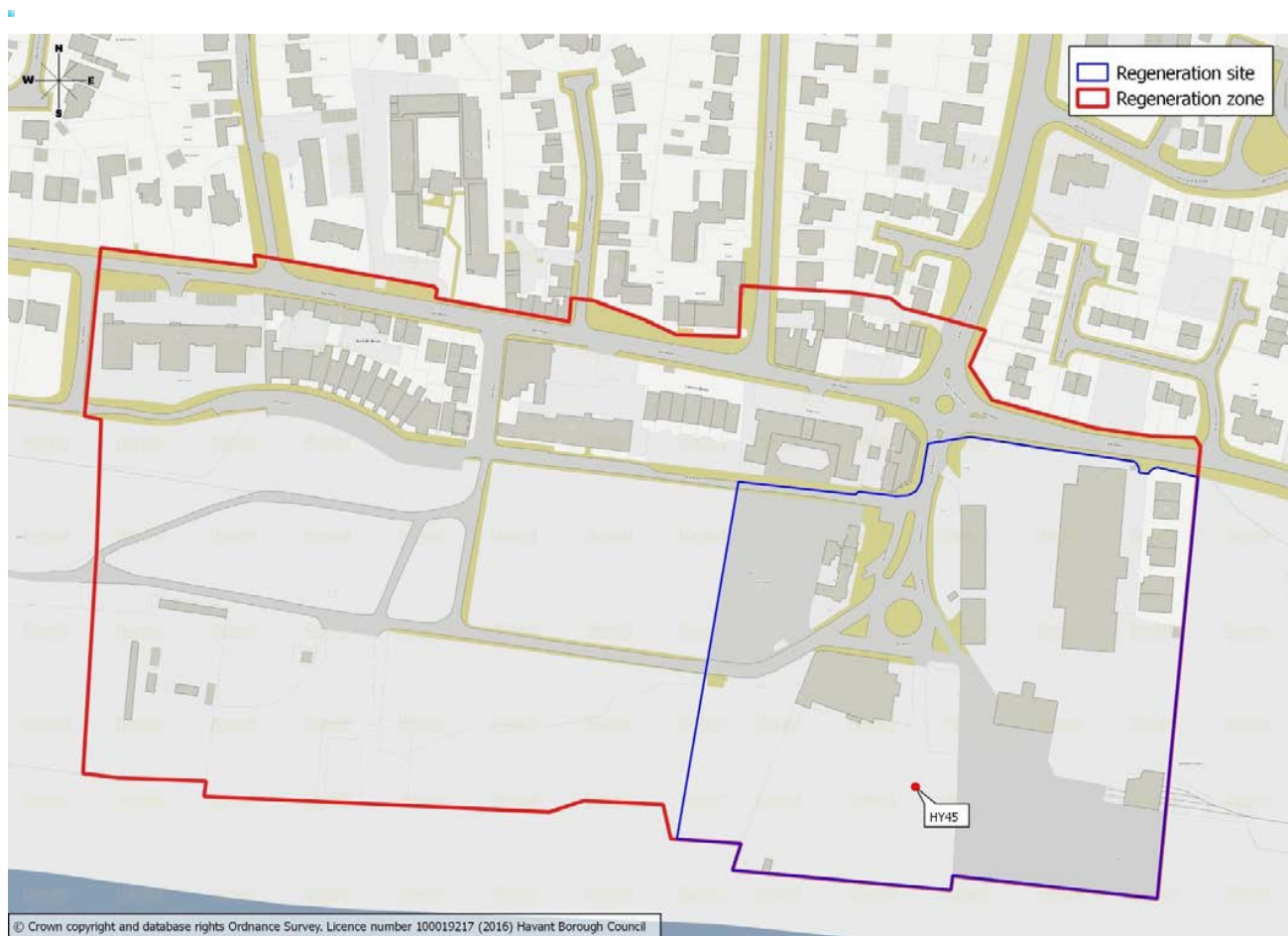
- Provide a tourist destination with links to the wider Hayling Island Seafront, including by foot, cycle and miniature railway
- New jobs in leisure and tourism
- Loss of the existing funfair
- Sinah Warren SSSI and the Solent Maritime SAC are located 100 metres away
- Potential for bat roosts in existing structures
- Potential ground quality considerations
- Site includes or is close to existing sewerage infrastructure including a wastewater pumping station to the north
- The south of the site lies within the coastal change management area
- A pumping station is on the site

- Grade II Listed Buildings - Norfolk Crescent, the Royal Hotel and the Shades Public House
- An opportunity for public art highlighting the site as an arrival destination
- Off-site water mains reinforcement is likely to be required
- The site could incorporate part of the English Coastal Path
- Provision of a hotel subject to viability
- The site overlays a Secondary Aquifer.

44

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Figure 9: Beachlands Regeneration Zone



Phase 4: West Beach Regeneration Area

3.78

This area is currently characterised by its natural features (including the SSSI), access to the sea, café, toilet blocks and a restaurant. West Beach is a key focal point for water sports, taking advantage of the relatively safe water between the sand bank ‘winners’. Little is made of the superb resource that is West Beach and the sea; main users are day visitors for windsurfing, paddle boarding, kitesurfing, kayaking and leisure (wild) swims. The facilities for water users are poor which must be addressed to fulfil the area’s potential to extend its seasonal offer and become a successful attraction for tourists and the local community.

3.79

Given the open and natural character of the site, residential development would not be appropriate. However visitor accommodation that adds a new and innovative element to the offer along the seafront may be acceptable.

3.80

Should external funding become available, this phase may be accelerated to come forward prior to other phases.

Opportunities and constraints

- Opportunity to provide high quality facilities for water sports activities
- Opportunity to enhance the green infrastructure through appropriate development
- The south of the site lies within the coastal change management area

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- Retain and promote pedestrian and cycle links across the South Hayling coastal area, including direct links to Hayling Ferry, as part of the English Coastal Path
- The southern part of the site is in Flood zones 2 and 3
- The site includes and is bounded on all sides by SSSI designation
- The site is within a secondary support area for Brent Geese and Waders
- Land south of the site is identified as a primary support area for Solent Waders and Brent Geese
- Off-site water mains reinforcement is likely to be required
- Priority habitats for reptiles and nesting birds
- The site overlays a Secondary Aquifer

Figure 10: West Beach Regeneration Zone



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Phase 3: Beachlands Regeneration Area

The design and layout provides new outdoor space associated with the retail units that take advantage of views over the Solent

Mixed use development of about 125 dwellings, leisure and retail (A1-A5) will be permitted where:

- Planning applications are accompanied by a Heritage Statement, Contaminated Land Investigation Report to include gas monitoring and an Air Quality Assessment
- The development does not result in a net loss of jobs
- The development respects the setting and character of the nearby Grade II listed buildings of Norfolk Crescent, the Royal Hotel and the Shades Public House
- The development of the site must be master planned and delivered in a comprehensive manner
- Off-site watermain reinforcements are installed to Portsmouth Water's design and approval
- A welcoming visitor experience includes high quality public realm improvements
- Appropriate easement to the pumping station are included
- There is no residential development in the Coastal Change Management Area in line with Policy E14
- The England Coast Path proposals can be integrated.

Phase 4: West Beach Regeneration Area

Mixed use development of a watersports centre (including gym and studio space, retail (A1- A5) and innovative holiday accommodation will be permitted where:

- Proposals provide a high quality public realm and green/blue infrastructure for users of the facilities including public toilets, changing facilities and showers
- A Heritage Statement is submitted to support an application
- Proposals respect the setting and character of the nearby Coastguards Conservation Area
- The use of the site by waders and Brent Geese together with any impact on the adjacent primary support area, are addressed in line with Policy E15
- Pedestrian and cycle links are provided to the local network
- Any impact on Sinah Warren SSSI is addressed in line with Policy E15
- Off-site water mains reinforcements are installed to Portsmouth Water's design and approval
- The design and layout facilitates and takes account of the England Coast Path, including a direct link to the Hayling Island Ferry

Approach to Hayling Island and Langstone

6.124

Consultation on the Draft Local Plan Housing Statement (LPHS) highlighted specific infrastructure issues requiring further investigation on Hayling Island through the Havant Borough Local Plan 2036 (HBLP). In particular, stakeholders emphasised infrastructure issues relating to flooding, highway capacity, the single access on to the island, healthcare, education and utilities provision. Since the adoption of the LPHS, the Council has further explored the sustainability of future development in the Borough, including on Hayling Island, through the Infrastructure Delivery Plan, which has informed the Draft Local Plan.

6.125

The comprehensive draft Infrastructure Delivery Plan identifies deliverable solutions for the infrastructure issues previously highlighted by stakeholders, with the notable exception of transport. The Council has commissioned two extensive analyses relating to transport:

- A borough wide Transport Assessment: this study will use the Subregional Transport Model (SRTM) to provide a high level analysis of the impact of the development allocated in the Local Plan, taking account of development which will take place outside of the Borough, on the main roads.
- Hayling Island Highway and Transport Infrastructure Assessment: this study will provide a detailed analysis of the entire highway network on the island using a microsimulation model. It is more detailed than the SRTM and will enable the Council to look at detailed mitigation measures to maintain and improve the highway network functionality of the island's highway network.

6.126

Delays to transport modelling work which have been outside of the Council's control mean the results of the Transport Assessment have not been available to take into account during the drafting of this version of the Local Plan. This means that it has not been possible to include any necessary transport mitigation proposals in this plan. Where any such proposal requires land to be safeguarded, this will be allocated in the next iteration of this plan. It should be noted that housing, in addition to that already identified by this Draft Plan, may be required in order to enable and fund these improvements.

6.127

In the absence of the transport work, uncertainty remains as to whether sites on Hayling Island and the Langstone area are suitable for development at this particular point in time. At this stage in the plan's preparation, sites on Hayling Island and around Langstone therefore continue to be identified with 'uncertain potential' until the remaining uncertainty has been resolved. Development on sites identified on Hayling Island within this Draft Plan will therefore continue to be considered in accordance with Guiding Principle 4 of the LPHS which states that:

“Development proposals on any sites not in the urban area (as identified by Policies CS17 and AL2) and not identified in Table 2 of the Local Plan Housing Statement will be resisted. This is due to the presence of site constraints which mean the adverse impacts of development would significantly and demonstrably outweigh the benefits when assessed against the National Planning Policy Framework as a whole....”

6.128

Guiding Principle 4 is also clear that the strategic transport infrastructure constraints facing this part of the Borough mean it is essential there is a comprehensive framework in place before development can proceed. Only the Local Plan can guarantee the suitability of the site for housing

Delivery, alongside the necessary certainty that strategic transport infrastructure issues are not an overriding constraint to sustainable development. This is because there may need to be strategic solutions to the cumulative impact of development on the island's highway network. The Council is able to plan and coordinate such interventions through this Local Plan in a way that an individual development scheme cannot.

6.129

The Transport Assessment and more detailed Hayling Island Highway and Transport Infrastructure Assessment will fully explore the strategic transport constraints and issues facing this part of the Borough, as well as determining whether there is scope for development proposals on these sites to mitigate constraints. The Pre-Submission Local Plan will be fully informed by the borough-wide Transport Assessment and the Hayling Island Highway and Transport Infrastructure Assessment.

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FURTHER NEW SITES HAVE BEEN IDENTIFIED AS POTENTIAL FOR DEVELOPMENT

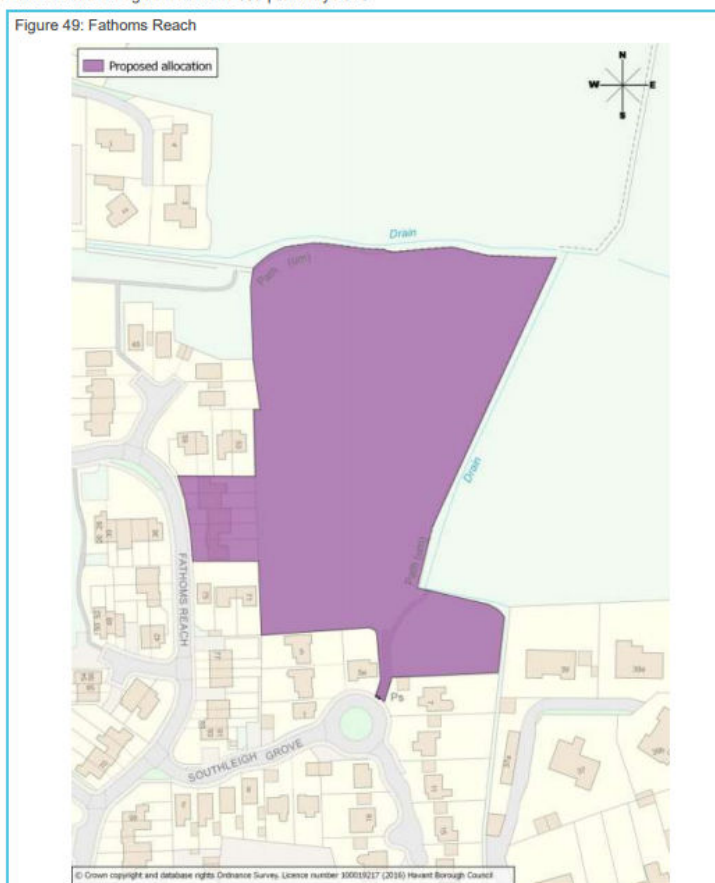
H28 Fathoms Reach

6.131

This is a new site. It has not previously been identified through the Core Strategy, Allocations Plan or the Local Plan Housing Statement.

The Site

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6.132

The site comprises an area of informal scrubland with residential properties adjoining the site to the south and west on Southleigh Grove and Fathoms Reach respectively. It is enclosed by existing trees and vegeta-

tion separating it from agricultural land to the east and north, and Hayling Island Holiday Park beyond to the north. The site has an area of 1.6 ha.

Constraints and Opportunities

- This is a greenfield site
- Access could be achieved via Fathoms Reach following the demolition of some existing residential properties adjoining the site
- The rear gardens of properties on Fathoms Reach and Southleigh Grove adjoin the southern and western boundaries of the site
- A number of protected trees are present on the eastern and western boundaries of the site, in addition to a number of TPO Groups within the site itself
- Land east and north of the site is identified as a core site for Solent Waders and Brent Geese
- Public footpaths run along the northern and eastern boundaries of the site
- The Grade II listed Newtown House Hotel lies to the north of the site
- There is potential for previously unidentified archaeology of prehistoric and Roman date
- Off-site water mains reinforcement is likely to be required.
- The site overlays a Secondary Aquifer.

Residential development of about 50 dwellings will be permitted where:

A. The following assessments are submitted in support of a planning application:

- Transport Assessment using the Hayling Island microsimulation model
- Travel Plan
- Arboricultural Assessment
- Heritage Statement
- Ecological Assessment
- Flood Risk Assessment
- Drainage Strategy

B. A project level Habitat Regulations Assessment (HRA) will need to be carried out and inform any package of avoidance and mitigation measures for the Solent Waders and Brent Geese in line with Policy E17

C. Off-site water mains reinforcements are installed to Portsmouth Water's design and approval

D. The design and layout:

- Secures an appropriate relationship between the new development and the rear of residential properties on Fathoms Reach and Southleigh Grove
- Retains and integrates the protected trees and hedgerows
- Protects or enhances the existing rights of way
- Incorporates on-site public open space, including community food growing provisions (e.g. allotments), in line with Policies E2 and E19
- Respects the setting of the adjoining heritage asset

H29 | Land north of Selsmore Road

6.133

This is a new site. It has not previously been identified through the Core Strategy, Allocations Plan or the Local Plan Housing Statement.

The Site



6.134

The site lies to the north of Selsmore Road and is currently used as paddocks. It is bounded by residential development to the south and west, with residential curtilage and trees to the north and east. The site has an area of 1.3 ha.

Opportunities and constraints

- This is a greenfield site
- Adjacent to Chichester Harbour AONB
- Opportunity to provide housing for older people
- Small part of south-east corner in Flood Zones 2 and 3
- Moderate potential for previously unidentified archaeological deposits
- Hedgerow and trees on the site
- The site overlays a Secondary Aquifer

Residential development of about 45 dwellings will be permitted where:

A. The following assessments are submitted to support a planning application:

- Flood Risk Assessment
- Drainage Strategy
- Ecological Assessment
- Heritage Statement
- Landscape and Visual Impact Assessment
- Transport Assessment using the Hayling Island microsimulation model
- Travel Plan

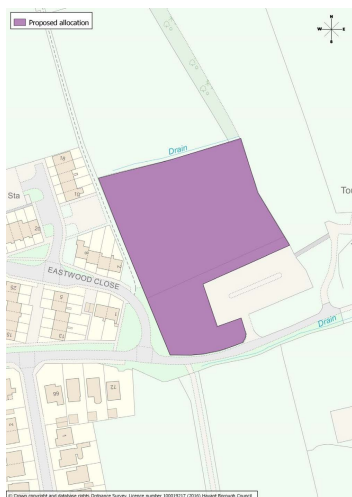
B. The design and layout:

- Responds to the site's sensitive landscape location, in particular in regard to the setting of the AONB
- Secures an appropriate relationship between the development and the rear of residential properties on Osprey Drive and Selsmore Road
- Retains and integrates the protected trees and hedgerow

H32 | Land north of Tournerbury Lane

This is a new site. It has not previously been identified through the Core Strategy, Allocations Plan or the Local Plan Housing Statement.

The Site



6.148

The site comprises an area of pastureland to the south and west of Tournerbury Golf Centre. It lies immediately to the north of the golf centre car park which partially separates the site from Tournerbury Lane to the south, with Tournerbury Farm to the south-east. A further area of grazing land lies immediately to the north. There are predominantly residential areas to the west and south with Eastwood Close immediately to the south-west of the site. The site has an area of 0.6 ha.

Site Opportunities & Constraints

- This is a greenfield site
- The site is identified as a secondary site for Solent Waders and Brent Geese
- Potential to provide semi-formal open space on land north of the site (within the same ownership)
- A footpath (No. 66) runs along the western boundary of the site towards Mill Rythe Holiday Village
- The Chichester and Langstone Harbours SPA, Ramsar and Solent Maritime SAC designations lie to the east
- Chichester Area of Outstanding Beauty (AONB) lies to the south, east and north of the site
- A drainage ditch and hedgerow bound the site to the north
- Mature trees to the northwest and north of the site
- Access could be taken from either Eastwood Close or Tournerbury Lane
- The Tournerbury Scheduled Ancient Monument lies to the south-west of the site
- Off-site water mains reinforcement is likely to be required
- The site is within a Radon Class 2 area
- The site overlays a Secondary Aquifer.

Residential development of about 20 dwellings will be permitted where:

A. The following assessments are submitted to support a planning application:

- Heritage Statement
- Landscape and Visual Impact Assessment
- Arboricultural Assessment
- Transport Assessment using the Hayling Island microsimulation model
- Travel Plan
- Ecological Assessment

- Utilities Assessment
- Drainage Strategy

B. Mitigation for Solent Waders and Brent Geese is provided upfront, prior to development, and is to the satisfaction of the Council in line with Policy E17;

C. Off-site water mains reinforcements are installed to Portsmouth Water’s design and approval;

D. The design and layout:

- Provides an appropriate setting to the edge of the existing settlement in line with Policy E10
- Is appropriate in scale and form to the character of the area
- Responds to the site’s sensitive landscape location, in particular in regard to the setting of the AONB
- Retains and improves the public footpath from Tournerbury Lane to Mill Rythe and pedestrian and cycle routes between the site and the public footpath
- Retains and integrates the trees and hedgerows found on the site
- Secures an appropriate relationship between the development and the rear of residential properties on Eastwood Close and their residential amenity in terms of loss of privacy, outlook and overshadowing.

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H33 Manor Road Nursery

6.149

This is a new site. It has not previously been identified through the Core Strategy, Allocations Plan or the Local Plan Housing Statement.

The Site



6.150

The site is currently used as a plant nursery with a residential dwelling, greenhouses and open storage for caravans. The site is adjacent to existing residential areas to the south and west with agricultural land to the north. Access to the site is off Manor Road. The site has an area of 0.38ha.

Site Opportunities & Constraints

- Combination of brownfield and greenfield
- Public footpath to north of site
- Grade 2 agricultural land
- Adjacent to a primary network site for Brent Geese and waders
- Grade II Listed Building adjacent to site
- Buildings of local interest adjacent to site
- The site is within a Radon Class 2 area
- Nursery is potentially contaminating use (fuel storage likely).

Residential development of about 15 dwellings will be permitted where:

The following assessments are submitted to support a planning application:

1. Transport Assessment using the Hayling Island microsimulation model
2. Heritage Statement
3. Ecological Assessment
4. Contaminated Land Investigation Report.

A project level Habitat Regulations Assessment (HRA) will need to be carried out and inform any package of avoidance and mitigation measures for the Solent Waders and Brent Geese in line with Policy E17.

Tourism

7.95

This policy would update and replace policies CS5 (Tourism) DM4 (Static Holiday Caravan Development), and part of DM3 (Protection of Existing Employment and Tourism Sites) in the Core Strategy.

Why this policy is needed

7.96

Paragraph 28 of the NPPF indicates that Local Plans should support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside. This should include supporting the provision and expansion of existing tourist and visitor facilities in appropriate locations. It is important to ensure that development proposals in the Borough are appropriate in scale, location and appearance to their locality.

7.97

Policy C10 encourages the provision of sustainable and small scale recreational opportunities for tourists and day visitors. Hayling Island and Emsworth continue to be at the heart of the tourism and recreational industry in the Borough alongside attractions for day visitors including Staunton Country Park. With significant public investment, Hayling Island seafront will be redeveloped and regenerated with new homes and jobs with a high quality realm to revitalise this traditional seaside destination.

7.98

Appropriate, small scale tourism proposals may also help to improve the sustainability of Hayling Island in recognition of its limited accessibility to the mainland. The tourism planning guidance provided by Visit-Britain and VisitEngland indicates that tourism sites must be easily accessible for visitors, but acknowledges that accommodation businesses want it to be easy for customers to reach by car. By virtue of their very nature, tourism developments tend to be car dependent, however, this does not mean that such proposals are unsustainable. Small-scale tourism uses provide the opportunity to support local employment and therefore reduce the need for travel.

7.99

Being separated from the mainland by Chichester and Langstone Harbours, Hayling Island is surrounded by a variety of national and international designations which contribute to the attractiveness of its environment. The tourism economy is very seasonal on Hayling Island and the policy seeks to provide a flexible framework for development, having regard to the need for the industry to adapt to changing market trends accordingly. Proposals should, however, promote recreation without damaging or disturbing designated nature conservation sites and will need to comply with Policy E16 (Solent Special Protection Areas).

VisitBritain / VisitEngland Tourism Planning Guidance: www.visitbritain.org/tourism-planning-guidance

Draft Havant Borough Local Plan 2036 | January 2018 C10 Tourism

How the policy works:

7.100

The demand for self-catering accommodation is increasing. The Council recognises that flexibility is required in order to respond to an evolving tourist and day visitor market. The Council will therefore take a flexible and pragmatic approach to different business models where environmental designations allow.

7.101

To ensure accommodation remains in tourism use, the Council will apply appropriate conditions to any planning consent to prohibit the permanent occupation either as a person's sole or main place of residence. Such restrictions and conditions are necessary to ensure occupancy remains in tourism use in accordance with paragraph 206 of the NPPF.

7.102

Proposals for watersports, especially motorised watersports, may result in impacts to European designated sites through direct damage to habitats or through disturbance of species associated with European sites. In cases where a development proposal would have potential to result in impacts to a European site, the Council would expect proposals to be in line with Policy E15 Ecological Conservation and where necessary to include an agreed code of practice which would ensure the avoidance of potential impacts.

7.103

In cases where a development proposal would result in the loss of tourist accommodation, the Council will take a similar approach as set out by Policy CD2 and expect the applicant/developer to demonstrate why it is no longer reasonable to retain the site for tourism accommodation purposes.

7.104

As a minimum, the Council will require evidence of at least 12 months of active, continuous and unsuccessful marketing. It should be supported by appropriate and robust evidence of advertising including:

- Confirmation by the marketing agent on headed company paper that the premises were appropriately and extensively marketed with no reasonable offer for sale or rent
- An enquiry log, how it was followed up and why it was unsuccessful

- Dated photographs of marketing board/s on the premises during this time
- Evidence of marketing via the internet e.g. screenshots from online advertisements and accompanying analysis of activity.

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Community Facilities and Protection of Existing Shops

7.105

This policy would update and replace Policy DM2 (Protection of Existing Community Facilities and Shops) of the Core Strategy.

Why this policy is needed:

7.106

Community facilities are publicly accessible buildings whose use benefits the community as a whole. These include health and education facilities, places of worship, community halls and public houses. There are now fewer buildings in general community use (for example public houses and community centres) than in the past, and once lost, these are hard to replace.

7.107

With regard to the loss of shops, this policy refers to convenience shops outside of the designated Town, District and Local Centres. Separate policies seek to protect the vitality and viability of the established centres.

7.108 It is important that the loss of these facilities is managed so that community uses are not lost in locations that the community can easily access and which form the heart of such communities. Such changes can be damaging to the community and the environment in the longer term and therefore need to be considered in detail.

C11 | Protection of Existing Community Facilities

Development proposals for the change of use or loss of any premises or land currently or last used as a community facility or convenience shop outside of a town centre, will be permitted where one of the following criteria are met:

- a. Alternative provision is made available of equivalent or greater community benefit; or
- b. It has been demonstrated through a realistic and active marketing exercise that the premises or land are no longer viable for their authorised use or any other use which would provide a beneficial facility for the local community; or
- c. The premises or land is no longer required for community purposes as there is an easily accessible existing or new facility for the community it is intended to serve.

If a community facility is confirmed or nominated as an asset of community value, this confirms a need for the facility and is a material consideration in determining any development proposal which would lead to the loss of the facility.

How the policy works

7.109

This policy generally applies, but is not exhaustive to, Land Use Class D1 and Public Houses. In addition, this policy applies to small convenience shops outside of the designated town, district and local centres. The

Use Class Order cannot always determine a community facility; therefore, the applicability of this policy will be assessed on a case-by-case basis.

7.110 Where a marketing exercise is required, planning permission will be granted where the applicant demonstrates that they have realistically and actively marketed the land or building.

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7.111

A marketing period of six months is required for the loss of a shop outside of the designated Town, District and Local Centres. It is considered that in the case of a retail unit, this will be sufficient to ascertain whether an alternative retail use is viable.

7.112

With regard to community facilities, a marketing period of at least 12 months is required. It is recognised that some community facilities are located in areas proposed for redevelopment, which can bring about wider community benefits. Where the loss of a facility is proposed as part of a wider redevelopment for which there is a recognised need, justification for the loss of the facility will still be required.

7.113

Whether for retail or community uses, it is important that:

- The marketing of the existing land or buildings explores all alternative community uses
- The marketing price is realistic
- The marketing has been appropriate and genuine and that the record of all the marketing is presented with the application proposal.

7.114

The advice of the Council should be sought prior to the commencement of any marketing campaign to ascertain the period and extent of marketing required and to discuss the extent of alternative uses that should be explored. In all cases the marketing process requires as a minimum:

- An official confirmation by the marketing agent that the premises were appropriately and extensively marketed with no reasonable offer for sale or rent
- An enquiry log, how it was followed up and why it was unsuccessful
- Evidence of extensive marketing through the internet e.g. screenshots from online advertisements and accompanying analysis of activity

7.115

The period of marketing must have ended on a date within the six months prior to the date the planning application was submitted.

7.116

The Council maintains a register of Assets of Community Value. The Community Right to Bid was introduced as part of the Localism Act (2011) and gives the Borough's voluntary and community organisations the ability to nominate local land or buildings to be included in the list of Assets of Community Value.

7.117

Once an asset is listed, this places some restrictions on the owner if they decide to put it up for sale. For an initial period of six weeks, local community groups will have the opportunity to register an interest in making a bid to purchase the asset. If there is interest, the community group then has a six month window to

raise the capital to bid for the asset.

7.118

It is important to note that the listing only gives a window of time to groups to prepare a bid. It does not oblige or require the owner to accept a bid and after the six month period, normal market conditions resume. Equally, the community group has no obligation to register an interest or prepare a bid, for example if the asset has moved location and is still in operation.

7.119

When considering whether an asset should be listed as an Asset of Community Value, the need for that asset is considered. Therefore, any building or land which is a confirmed Asset of Community Value will be considered to be needed by the community. When undertaking marketing of a confirmed Asset of Community Value, the need to engage with the community group which has made the nomination will be necessary to comply with criteria a) of the policy. The Council will look to landowners and freeholders to fulfil, as a minimum, the requirements of the appropriate regulations.

Consultation ends 16 February so make your comments BEFORE that date.

You can e-mail policy.design@havant.gov.uk or write to:

**Local Plan Consultation Planning Service Havant Borough Council Public Service Plaza Civic Centre
Way Havant PO9 2AX**

There are 2 exhibitions on Hayling

- 1. Friday 26 January between 1500 hours and 1900 hours at the United Reformed Church PO11
9EY**
- 2. Wednesday 31 January between 1500 hours and 1900 hours at the Community Centre West
Town PO11 0HB**

Extracts compiled by Wendy Coates MSc (14 January 2018)