



For questions regarding this agenda please contact Pasha Delahunty: pasha.delahunty@conservancy.co.uk

CHICHESTER HARBOUR CONSERVANCY – PLANNING COMMITTEE

A meeting of the Conservancy's **Planning Committee** will be held at **10.00am** on **Monday 7 September 2026** at Eames Farm, Thorney Island.

Matt Briers CBE, CEO

AGENDA

PART 1

1. WELCOME, INTRODUCTIONS AND APOLOGIES

2. ELECTION OF CHAIRMAN AND VICE CHAIRMAN

- To nominate the Chairman of the Planning Committee for the year to June 2027.
- To nominate the Vice-Chairman of the Planning Committee for the year to June 2027.

3. DECLARATIONS OF INTEREST

Members and officers are reminded to make declarations of pecuniary or personal interests they may have in relation to items on the agenda and to make any declarations at any stage during the meeting if it then becomes apparent that this may be required when a particular item or issue is considered. Members are also reminded to declare if they have been lobbied in relation to items on the agenda.

4. MINUTES

Minutes of the Planning Committee meeting held on 2 March 2026 (Page 1) and review of updates to Terms of Reference for the committee (Page 4)

5. BUILDING A BETTER FUTURE PUBLIC CONSULTATION

To receive a report on the emerging Havant Local Plan consultation from the Director of Conservation and the National Landscape Planning Officer (Page 9)

Item includes Deputation(s) from members of the public.

6. DEVELOPMENT APPLICATION

- a. **CH/26/01610/FUL** - The Bungalow, Cot Lane, Chidham (Page 21)

- b. **26/01592/FUL** - Outbuildings North Of Dolphin House Delling Lane Bosham (Page 35)

7. CHIDHAM AND HAMBROOK NEIGHBOURHOOD PLAN CONSULTATION

To receive a report from the National Landscape Planning Officer summarising Conservancy Officers' response to this consultation (Page 49)

8. SOUTHBOURNE ALLOCATION DEVELOPMENT PLAN DOCUMENT

To receive a report from the National Landscape Planning Officer summarising Conservancy Officers' response to this consultation (Page 51)

9. NATIONAL PLANNING POLICY FRAMEWORK

To receive a report on the NPPF from the Director of Conservation and the National Landscape Planning Officer (Page 55)

10. APPEAL DECISIONS

- a. **APP/L3815/W/25/3372880** - Land East of Inlands Road and South of railway line, Inlands Road, Nutbourne (Page 60)
- b. **6004299** - Land off St Mary's Road, Hayling Island (Page 77)

11. TABLE OF RECENT DECISIONS

To consider the report from the National Landscape Planning Officer (page 97)

12. DATE OF NEXT MEETING

7 December 2026 at Eames Farm, Thorney Island from 10.00am

13. EXCLUSION OF PRESS AND PUBLIC

To consider the exclusion of the press and public for the next agenda item on the grounds that the publicity would prejudice public interest by reason of the confidential nature of the business to be discussed.

PART 2 (Confidential Item)

(for members of the Conservancy and the Advisory Committee only)

14. PLANNING COMMITTEE MEMBER TRAINING

Planning Committee Members: *Heather Baker (Chair), Iain Ballantyne, Tracie Bangert, Gillian Harris, Jonathan Raper (Vice Chair), Grainne Rason.*

CHICHESTER HARBOUR CONSERVANCY

PLANNING COMMITTEE

Minutes of the meeting held on Monday 2 March 2026 at Harbour Office, Itchenor.

Present Heather Baker (Chairman)

Iain Ballantyne, Pieter Montyn, Jonathan Raper

Officers

Richard Austin, Pasha Delahunty (Minutes), Linda Park

The meeting started at 10:00am

(*Note that the start of the meeting was not quorate and the order of the meeting was changed to allow non-decision-making items to be presented until this was resolved. The minutes have been presented in agenda order below.)

1.0 WELCOME AND APOLOGIES

- 1.1 The committee was welcomed and thanked for accommodating the change in venue for the meeting. Apologies were received from Sarah Payne, Jackie Branson and Ivan Western. It was noted that Lance Quantrill had stepped down from the committee. In his absence, Steve Lawrence was thanked for his work at CHC and the group asked that best wishes for his retirement were noted in the minutes.

2.0 DECLARATIONS OF INTEREST

- 2.1 None.

3.0 MINUTES

- 3.1 **Resolved** – That the minutes of the meeting of the Planning Committee meeting held on 1 December 2025 be approved as a correct record and that they be signed by the Chairman.

4.0 DEVELOPMENT APPLICATIONS

BI/26/00084/FUL – W Stirland Limited, Redmoor Estate, Main Road, Birdham

- 4.1 The Principal Planning Officer (LP) presented her report on the application which looks to develop a previously industrial site to housing. Following pre-application advice, the 12 houses sought has now been reduced to 9. LP and the committee expressed concerns for the density of the development even with the reduction in number of dwellings.
- 4.2 The location of car parking and lack of front garden space were both noted. There was a general concern that the general paraphernalia of domestic life would have no space. Some of the proposed car parking obscured front doors and the turning circle appears to be located at the front window of one house. The Planning Officer shared that there is a need for more smaller houses in the area which this application does not address.
- 4.3 **Action Point** – The Planning Officer was asked to add wording to the objection to note the need for exemplary design and materials in a protected landscape. They

were also asked to remove reference to specific number of houses and suggested the use of 'fewer houses and more greenspace' in the submission.

Recommendation

- 4.4 That Chichester District Council, as Local Planning Authority (LPA) be advised that Chichester Harbour Conservancy raises **objections** to the proposed development for the reasons set out in the report and including the additional condition at point 5.3. The decision was unanimous.

5.0 APPEAL DECISIONS

APP/L3815/C/25/3369025 – Land South of Hook Lane, Bosham

- 5.1 The Planning Officer presented details of the appeal and shared the history of applications on site. The appeal was dismissed. Claims for costs by the applicant were refused however claims from the LPA were allowed.

6.0 PRE-APPLICATION ADVICE AND GUIDANCE

- 6.1 The Director of Conservation presented the report which set out the background and proposal for review of pre-application advice. It was agreed that there was no need to change the terms of reference for the Committee.

RECOMMENDATION

- 6.2 Following the recommendation in the report, the CHC Planning Officer can consult with the Planning Committee on pre-app enquiries when warranted.

7.0 NATIONAL PLANNING POLICY FRAMEWORK CONSULTATION

- 7.1 The Planning Officer presented the report which summarised the proposed changes that affect the National Landscape (NL) which was noted by the Committee. Members discussed the changes and suggested that the following points were added to the response:

- NLs form 15% of the country and 66% of people live within a half hour of a NL.
- NL are not less important than National Parks.
- Part of Chichester should not be subject to housing calculations as it falls within the NL. The National Parks are also seeking a separate calculation for development.

8.0 TABLE OF RECENT DECISIONS

- 8.1 The table of recent decisions was circulated to members with the agenda documents.

9.0 QUARTERLY REPORT

- 9.1 Members considered the quarterly report table circulated prior to the meeting. The Committee praised the conflict results of 4 of 70 applications.

10.0 DATE OF NEXT MEETING

- 10.1 It was confirmed that the April meeting would not take place. The next meeting scheduled would be on Monday 11 May 2026 (TBC) at 10:00am at Eames Farm, Chichester.

Meeting closed at 11:47pm

Chairman

CHICHESTER HARBOUR CONSERVANCY
PLANNING COMMITTEE –
CONSTITUTION AND TERMS OF REFERENCE

The Planning Committee is appointed by the Conservancy to act on its behalf in respect of planning matters affecting Chichester Harbour National Landscape (NL) and to make recommendations to the relevant Local Planning Authority (LPA). The Planning Committee holds meetings in public.

Objectives

On behalf of the Conservancy:

- To consider and make recommendations to the relevant LPA on planning applications; and
- To consider and make recommendations to the relevant bodies on external planning policy documents; and
- To undertake and act on behalf of the Conservancy in respect of the Conservancy's participation in the planning system.
- To undertake such other tasks as the Conservancy may from time-to-time direct.

Frequency of Meetings

- Quarterly. The Chairman may call additional meetings of the Planning Committee at any time.

Membership

Membership: Six, representing 4 drawn from the Conservancy and 2 drawn from the Advisory Committee.

Quorum: Three

Term of Appointment of Members

One year. Members to be appointed by the Conservancy at its Annual Meeting.

Appointment of Chairman and Vice-Chairman

The Planning Committee shall appoint the Chairman and Vice-Chairman from within its Membership annually at the first meeting of the Planning Committee following the Conservancy's Annual Meeting.

The maximum term for a Member to serve as Chairman normally will be limited to three years (subject to annual appointment) but may in exceptional circumstances be extended by up to a further three years.

The maximum term for a Member to serve as Vice Chairman normally will be limited to three years (subject to annual appointment) but may in exceptional circumstances be extended by up to a further three years.

Roles

- The role of the Chairman is to ensure that the Terms of Reference are adhered to; that the Rules of Debate set out in the Conservancy's Standing Orders are applied; and that the Code of Conduct for Members is observed.
- The Chairman is also to act as a first point of contact for the rest of the Planning Committee and to liaise with Chichester Harbour Conservancy staff on matters relating to agendas for meetings and any related issues of concern.
- The Vice-Chairman will substitute for the Chairman in their absence; and act as a Planning Committee Member at all other times.
- Members are expected to read all papers, seeking clarification on any issues before the item is debated, to ensure that all their decisions are properly informed.
- Members are to ensure that the Chichester Harbour Management Plan and associated documents, are considered when appraising planning applications.
- Members are to act in an objective, fair, impartial and open-minded way, and in the best interests of the Conservancy and NL when considering reports.
- Members are encouraged to vote on a motion and avoid abstaining.
- In the event of a split decision, the Chairman will have the casting vote.
- Should they so wish, any Member of the Conservancy or Advisory Committee may attend and participate in meetings, albeit without voting rights.
- Minutes of the previous will be published on the Conservancy's website after they have been accepted as a true and accurate record by the Planning Committee in the subsequent meeting.

Responsibilities

- Members are to have regard to Section 21 of the Chichester Harbour Conservancy Act 1971, which lays down Chichester Harbour Conservancy's function as follows:
 - (1) *It shall be the function of the Conservancy, subject to the provisions of this Act, to take such steps from time to time as to them seem meet for the conservancy, maintenance and improvement of:*
 - a) *The harbour, for the use of pleasure craft and such other vessels as may seek to use the same;*
 - b) *The amenity area, for the occupation of leisure and recreation and the conservation of nature:*

and the facilities (including, in relation to the harbour, navigational facilities) afforded respectively therein or in connection therewith.
 - (2) *In the fulfilment of the function with which they are charged by subsection (1) of this section, the Conservancy shall have regard to the desirability of conserving the natural beauty and amenity of the countryside and of avoiding interference with fisheries.*
- Members are to have regard for the primary purpose of the designation to conserve and enhance natural beauty.
 - (1) In pursuing the primary purpose of designation, account should be taken of the needs of agriculture, forestry, other rural industries and of the economic and social needs of local communities. Particular regard should be paid to promoting sustainable forms of social and economic development that in themselves conserve and enhance the environment.

(2) Recreation is not an objective of designation, but the demand for recreation should be met so far as this is consistent with the conservation of natural beauty and the needs of agriculture, forestry and other uses.

- Members are to have regard for other environmental designations in and around Chichester Harbour, as listed in the Management Plan.

Conflicts of Interest

- Members must declare at the start of the meeting any pecuniary, personal or prejudicial interest they may have in relation to items on the agenda, or at any time during the meeting if it becomes apparent that this may be required when the particular item or issue is considered, and which may affect their further participation in the meeting.
- Any Member who declares a pecuniary or prejudicial interest in any given item must withdraw from the meeting during discussion of that item and will not be permitted to comment as a Member of the Planning Committee nor vote on the application. A Member to whom this provision applies may, however, make a presentation to the meeting as a Member of the Conservancy or Advisory Committee in common with any other Member of the relevant Committee but shall then leave the meeting.
- Members appointed to the Planning Committee shall not also be Members of the Statutory Planning Committees of Chichester District Council or Havant Borough Council. This is to protect Members so cannot act as a consultee in one capacity, at the Conservancy, and decision-maker in another, at the LPA, over the same planning application.
- Members are also reminded to declare if they have been lobbied in relation to items on the agenda. The Chairman will determine whether this may affect their further participation in the meeting.

Meetings in Public

- Any member of the public may attend any meeting of the Planning Committee as an observer. At the Chairman's discretion, a member of the public may be invited to participate in the meeting should they be able to provide matters of fact to inform the decision-making process.

Deputations

- If a member of the public wishes to make a deputation, they must contact the **Governance** Officer by email at least 72 hours before the meeting. They must also indicate the case(s) of interest to them and their reason for making representation (objector or supporter). A strict time limit of 3 minutes will be applied.
- Those making a deputation are authorised to read a statement. It is not permitted to introduce new materials, such as photographs and drawings.
- Ordinarily a maximum of three people in each of the objector and supporter categories will be permitted. In exceptional cases, the Chairman might choose to allow extra speakers. Speakers will be agreed on a first come first served basis.
- Members will ask their questions through the Chairman including any requests for specific information from those making a deputation.

Consulted Delegated Decisions

Consulted Delegated Decisions take place for applications of strategic importance that are submitted for consultation with a deadline in between the regular meetings of the Planning Committee and where Chichester Harbour Conservancy's staff are unable to

attain a deferment of the deadline from the Local Planning Authority. Strategic importance means: a) affecting a large area; or b) affecting a large number of people; or c) is deemed to have atypical features or specific impact on the NL.

- The National Landscape Planning Officer will distribute details of the planning application and their report by email or otherwise to all the Members of Planning Committee for consideration.
- The National Landscape Planning Officer will invite comments from Members of the Planning Committee to be received by a specified date.
- The National Landscape Planning Officer will consider all the views received and may, at their sole discretion, amend their report accordingly, in consultation with the Chairman and Vice Chairman.
- Any decision or action taken through this process will be reported to the subsequent meeting of the Planning Committee.

Any Member of the Planning Committee shall be entitled to ask for an urgent meeting of the Planning Committee to consider the planning application. Any decision to direct the planning application to an urgent meeting will be taken by the Chairman or Vice Chairman (in the absence of the Chairman) in consultation with the National Landscape Planning Officer.

Fully Delegated Decisions

Fully delegated decisions take place for applications of a non-strategic importance that are submitted for consultation at any time.

- The National Landscape Planning Officer will respond to these cases in accordance with the Chichester Harbour Management Plan and Planning Principles.
- The National Landscape Planning Officer will provide an update to Planning Committee meetings on all recent fully delegated decisions responses.
- A Member may request that any given fully delegated decision is redirected to the full Planning Committee. The decision to redirect will be taken by the National Landscape Planning Officer in consultation with the Chairman and the Planning Committee.

Site Visits

The purposes of site visits are:

- To better appreciate location and context of application site within (or adjacent to) the NL, including setting and character of immediate area.
- To benefit Members who are not familiar with the relevant part of the NL.
- To understand any site characteristics that would be better comprehended from a viewing than by considering plans only.

A site inspection may result from any one of the following:

- A request by a Member, in writing, to the Chairman and **Governance** Officer outlining the reasons for their request.
- The National Landscape Planning Officer requires one in the interests of supplementing the decision making.
- The Planning Committee resolves for a site visit following a deferral of a decision (if within the deadline for responding to the LPA).

Conduct of Site Visits:

- Site visits are solely for the purpose of viewing the site, understanding its location and immediate environs to be able to put the development proposal into context, and discussing the facts of the application.
- Site visits will normally be held on the Monday ahead of the Planning Committee meeting and will commence promptly at the time provided by the **Governance Officer**.
- Site visits will be led by the National Landscape Planning Officer with the assistance of the Chairman.
- On occasion, other Officers may be invited (e.g., the Ecologist) to attend a site visit to clarify factual matters.
- Third parties (such as applicants / agents, other interested parties) are excluded from the site visit. The opportunity for them to address Members of the Planning Committee will be given at the actual meeting.
- No decisions will be made at the site visit by the Committee and the Chairman will make this clear at the beginning of the visit within the opening speech.
- The National Landscape Planning Officer will give a brief presentation on the site, the setting of the proposed development and the specific reasons for the site inspection. They will also advise whether the applicant or objectors have requested that the Committee view the site from other locations and how that is to be dealt with.
- All Committee Members need to ensure that they can hear the presentation and the questions and answers. Members must always stay as a group.
- The Chairman will seek confirmation that Members are satisfied they have seen everything they need to decide and will draw the site inspection to a close.
- Members of the Committee should politely avoid engaging in private conversations with any third-party present (e.g. a member of the public using a footpath at the time of the visit).
- For the purposes of factual record, attendance at a site visit will be recorded by the **Governance Officer** including the locations visited. This will be recorded on the subsequent minutes of the Planning Committee.

Version History

- 1.0 *Approved by CHC on 1 July 2014.*
- 2.0 *Revisions to Consulted Delegated Decisions approved by CHC on 17 October 2016.*
- 3.0 *Multiple revisions proposed by Members in 2018. The original document with tracked changes is available from CHC.*
- 4.0 *Approved by CHC on 28 January 2019.*
- 5.0 *Added to the sections on Membership, Roles, Responsibilities, and Conflicts of Interest. Created new sections on Deputations and Site Visits. 14 November 2022.*
- 6.0 *Revised membership numbers and removed references to AONB and 'him/hers' throughout the document. For Conservancy review on 7 July 2025.*
- 7.0 *Reduced membership from 8 to 6, with quarterly set meetings rather than monthly. Changed job title from Principal Planning Officer to National Landscape Planning Officer. May 2026.*
- 8.0 *Changed reference from Executive Officer to Governance Officer – September 2026***

CHICHESTER HARBOUR CONSERVANCY**PLANNING COMMITTEE****7 SEPTEMBER 2026****HAVANT BOROUGH COUNCIL'S BUILDING A BETTER FUTURE PLAN
PUBLIC CONSULTATION 20/07 TO 09/09****1.0 Background**

- 1.1 Havant Borough Council has been working on a new Local Plan for the Borough. Full Council approved the Building a Better Future Plan for public consultation at its meeting on Wednesday 15 July 2026. The consultation opened on Monday 20 July and will close on Wednesday 9 September.
- 1.2 The new Plan will guide the development of new homes, employment premises and infrastructure such as community facilities, schools and shops up to 2043.
- 1.3 The final public consultation on the new Plan focusses on its legal compliance and soundness. Stakeholders can add their comments on the legal compliance and/or soundness of the Plan. Soundness of the Plan is whether it is justified, effective, positively prepared and consistent with national policy. Legal compliance, for example, might be a consideration if a Local Planning Authority (LPA) has missed statutory steps, failed to publish key documents, missed deadlines, or failed to properly notify or consult the community and statutory consultees during the mandatory stages of the preparation of the Local Plan.
- 1.4 Although some Officer level discussions took place between Chichester Harbour Conservancy and Havant Borough Council, agreement was not reached over the wording of Policy 30: Nationally Protected Landscapes. Due to its late inclusion, discussions did not take place over Allocation 3: Land south of Havant Road (Horse's Field).
- 1.5 Aside from these two issues, which will form the basis of this paper, Officers from Chichester Harbour Conservancy are generally content with the rest of the draft Building A Better Future Plan.
- 1.6 The National Planning Policy Framework was revised in August 2026, after the consultation on the Local Plan commenced. Officers from Chichester Harbour Conservancy have contacted Officers from Havant Borough Council for clarification as to whether the draft Local Plan will be assessed against previous national policies or the new national policies. It is understood that previous national policies will apply through a grace period.

2.0 Policy 30: Nationally Protected Landscapes

- 2.1 The consultation text for Policy 30 is as follows:

Policy 30 Nationally Protected Landscapes**Chichester Harbour National Landscape**

Major development will not be permitted within Chichester Harbour National Landscape, other than where allocated within this Local Plan or where it can be demonstrated that there are exceptional circumstances and the development is in the public interest. Planning permission for any other development will only be granted where it is demonstrated that the proposal:

- a) Furthers the purpose of designation by conserving and enhancing the natural beauty and the special qualities of the National Landscape, as defined in the Chichester Harbour National Landscape Management Plan; and
- b) Is consistent with the policy aims of the up-to-date Chichester Harbour National Landscape Management Plan; and
- c) Where it is located within the setting of the National Landscape, is sensitively designed and located to avoid, minimise and/or mitigate adverse impacts on the National Landscape, including views into and out of it, and where appropriate secures additional landscape enhancements; and
- d) Is appropriate to the economic, social and environmental wellbeing of the area or is desirable for the understanding and enjoyment of the area.

South Downs National Park

Planning permission for development within the setting of the South Downs National Park (SDNP) will only be granted where it is demonstrated that the proposal:

- e) Has regard to the South Downs Partnership Management Plan; and
- f) Avoids or mitigates any potential adverse impacts on the National Park; and
- g) Positively responds to the visual and special qualities, tranquillity and essential characteristics of the National Park; and
- h) Conserves and enhances the intrinsic quality of the dark night skies.

Extract from the emerging Plan (20 July to 9 September 2026). This paper does not consider the implications for the South Downs National Park.

- 2.2 The Chichester Harbour National Landscape section of Policy 30 now includes new wording that says, "other than where allocated within this Local Plan." This new wording likely arose so as to facilitate Allocation 3, which will be discussed further in this paper.
- 2.3 Allocating land for a major development in a Local Plan requires satisfying strict national policy protection tests, demonstrating exceptional circumstances, and proving the project serves the wider public interest. National planning policy sets a strong presumption against major development in National Landscapes, except in exceptional cases. Planners must show that the scheme is explicitly in the public interest before any allocation can be considered.
- 2.4 The exceptional circumstances that Havant Borough Council will cite is likely to be the inability to meet its need of 15,822 dwellings over the Plan period. The Plan provides for 7,087 dwellings, therefore the Council will argue it must seriously consider the proposed greenfield site within the Protected Landscape.
- 2.5 The wording "other than where allocated within this Local Plan" is likely to be legal, since the test of exceptional circumstances will be deployed.
 - However, it could be argued that it is still inconsistent with national policy since the test of exceptional circumstances has not yet been proven, therefore Havant Borough Council may be jumping the gun by including the allocation ahead of demonstrating it meets the test in itself.
 - Furthermore, the wording may also be confusing, "other than where allocated within this Local Plan or where it can be demonstrated that there are exceptional circumstances and the development is in the public interest" as this may imply the exceptional circumstances test is not required if a site is allocated within the Local Plan. If this is the intention, then one would assume this will not pass the legal test.
- 2.6 The scrutiny of the wording is likely be with the test of soundness.

- Is it justifiable to facilitate a major development inside the National Landscape because the Council cannot meet its target for new dwellings?
- Is this an effective solution? The Council will either not meet its target and degrade more than 3 hectares of its National Landscape, or it will simply not meet its target. Is this in the spirit of the NPPF and the Local Plan, "This Local Plan has vision, direction and a clear understanding of ...its natural environment." (Foreword to the Local Plan).
- Has the Local Plan been positively prepared? The "other than where allocated within this Local Plan" wording was not present in the consultation version of the Plan (6 May to 1 July 2025). Indeed, that iteration of the emerging Plan (Policy 1) specifically stated that greenfield development allocations would only be considered where it has no unacceptable impacts on national landscape designations.

Policy 1 Spatial Strategy

The Building a Better Future Plan will deliver the Council's vision for 2043 of a borough with high quality, environmentally sensitive urban and suburban living, where the nature and location of development is shaped by the need to provide homes for all, regenerate urban centres, address climate change and enhance the natural environment. The development allocations and policies in this plan will achieve this through:

g) Greenfield development only where it has no unacceptable impacts on international, national or local ecological designations, or national landscape designations;

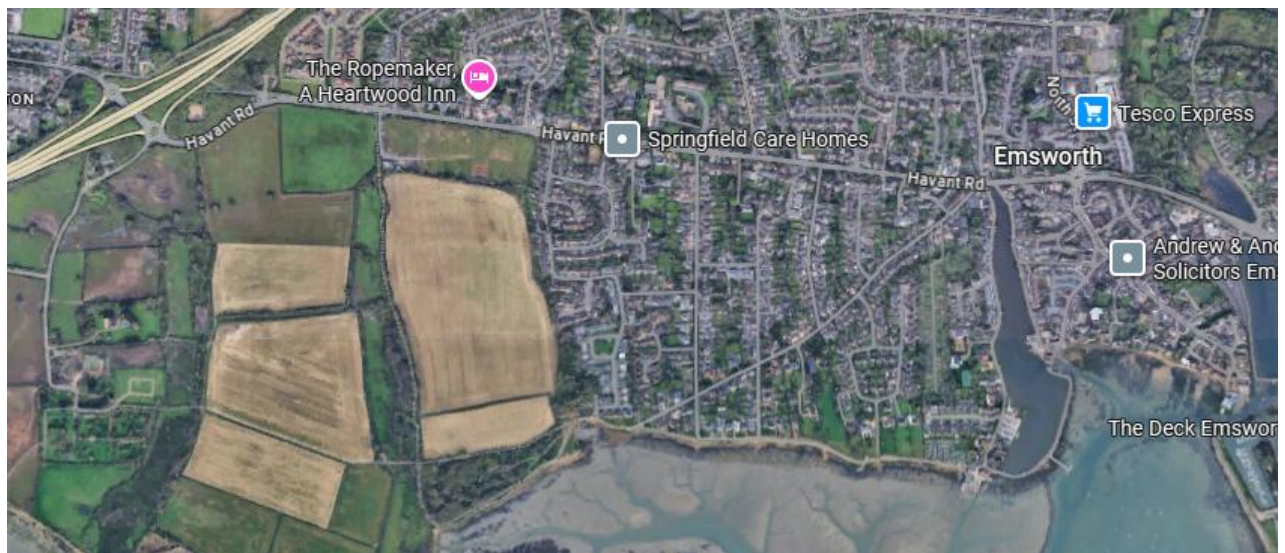
Extract from the emerging Plan (6 May to 1 July 2025).

- Although the word 'greenfield' has been deleted from the current iteration, it is curious that the rest of the sentence has been retained, which seems to be contradictory to Policy 30. How can a development of 85-90 dwellings have an acceptable impact on the National Landscape?
- It is difficult for Chichester Harbour Conservancy to agree that the Plan has been positively prepared when the policy protection afforded to the National Landscape has been weakened at this late stage, seemingly solely to facilitate the inclusion of Allocation 3.

3.0 Allocation 3: Land south of Havant Road (Horse's Field).

3.1 Location maps and images.





Chichester Harbour
National Landscape,
designated in 1964

County Boundary

The jurisdiction of **Chichester
Harbour Conservancy** as
defined in the 1971 Act
extends to:

The Amenity Area

The Limits of the
Harbour



View south of Havant Road (12 August 2026).

3.2 Allocation 3 is inside the National Landscape and the Amenity Area as defined in the Chichester Harbour Conservancy Act of 1971.

- 3.3 If Allocation 3 is retained in the Local Plan, one would assume that all future allocations inside the National Landscape will be fit for development, possibly including more land adjacent to Havant Road or the fields to the south of the proposed allocation extending further into the National Landscape.
- 3.4 The National Planning Policy Framework did not set out to restrict all development in Protected Landscapes. However, there is a difference between 'limited in scale and extent and sensitively located' development, and 85-90 dwellings on a greenfield site, which would constitute the single largest development ever in Chichester Harbour National Landscape (since the AONB was designated in 1964), and would clearly be a major development in this context.
- 3.5 Havant Borough Council will justify its inclusion because they cannot meet their identified need of 15,822 dwellings over the Plan period. However, Allocation 3 was not part of the consultation document from 6 May to 1 July 2025 therefore it has had insufficient public consultation. This means Allocation 3 may not be legal.
- 3.6 In adding Allocation 3 to the final consultation on the Plan it has aggravated a group of local individuals and led to the creation of campaign group called 'Save the Horsefield'.
- 3.7 On the question of whether it is consistent with national policy, Chichester Harbour Conservancy would argue there is a conflict. National Landscapes are not suitable for this scale of development, especially in Chichester Harbour, which is one of the smallest National Landscapes with limited ability to absorb such changes in landform.
- 3.8 The previous National Planning Policy Framework (NPPF) was clear that 'great weight' is to be applied conserving and enhancing landscape and scenic beauty in National Landscapes. Allocating land for 85-90 dwellings would suggest that 'great weight' has not been applied to the protection of the National Landscape.
- 3.9 The revised NPPF of 2026 replaces the words 'great weight' with 'substantial' and explains a little more about the exceptional circumstances test.
 - a. The need for the development, including in terms of any national considerations such as maintaining a sufficient supply of minerals, and the impact of permitting it, or refusing it, upon the local economy;
 - b. The cost of, and scope for, developing outside the Protected Landscape, or meeting the need for the development in some other way; and
 - c. Any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which it could be moderated.

Havant Borough Council will likely cite the lack of housing as the need for the development, alongside the lack of alternative sites. The promoter will likely downplay the ecological and visual value of the site and say that the development could be mitigated.

- 3.10 Allocation 3 is inside the Conservancy's Amenity Area. The second function of Chichester Harbour Conservancy includes the conservation of nature. The Conservancy is also to have regard to the desirability of conserving the natural beauty and amenity of the countryside (Part IV. 21,1b). Allocation 3 does not conserve natural beauty nor the amenity of the countryside, therefore the Conservancy has no option but to object to its inclusion in the emerging Plan. It has not been a consideration of Havant Borough Council nor the promoter that the site is within the statutory Amenity Area.

4.0 Reasons for Chichester Harbour Conservancy to Object to Allocation 3

- 4.1 **Reason 1: Allocation 3 would be a major development inside the Chichester Harbour National Landscape, with no exceptional circumstances demonstrated.**

National Policy in the NPPF is clear that major development within National Landscapes should be refused other than in exceptional circumstances. In May 2025, the National Landscape Association (NLA) published a Briefing Paper, 'Planning for Housing in National Landscapes (AONBs) in England: Guidance for Local Planning Authorities.' This makes clear on pages 9-10 that the housing requirement that goes forward in a Local Plan does not necessarily have to be as high as Local Housing Need (calculated using the standard method), as per paragraph 69 and 11 (b)(i) of the NPPF. It also confirms that in many areas, particularly in southern England, high levels of housing are the need rather than the exception, while the public interest must also take into account the value that people place on national important, designated landscapes.

It also notes that "exceptional *need* does not necessarily equate to exceptional *circumstances*. When applied at the Local Plan stage, consideration 'a' should not assume that general housing needs must be met within the National Landscape. To seek to justify major development on the basis of meeting local housing need for the LPA area is a circular argument at plan-making stage, because the impact of the scale and distribution of development on the National Landscape should be taken into account in deciding the level of housing provision (the housing requirement) (NPPF paras 69 and 11(d)(i)). If such housing levels can only be achieved by allocating major development in the National Landscape, which by definition will have "a significant adverse impact on the purposes for which the area has been designated" then this is a good indicator that the impact on the National Landscape provides "a strong reason for restricting the overall scale, type or distribution of development in the plan area" as provided for in NPPF paragraph 11.

Rather, the assessment for consideration 'a' should be based on robust evidence that directly relates to the National Landscape and relevant settlements within it. This is supported by the findings of the Inspector for the West Oxfordshire Local Plan in 2018, who recommended deleting four allocations in the Burford–Charlbury sub-area, which forms part of the Cotswolds National Landscape, on the basis that there was no housing need figure for this specific sub-area and that "*soundly-based decisions on the balance of the benefits and harms of further housing development in this area can only reasonably be reached based on the detailed evidence submitted as part of specific planning applications*".

Consideration 'b' should robustly explore all available options outside the National Landscape, and whether the need can be met in another way, such as on smaller sites within the National Landscape. Consideration 'c' can be harder to apply at Local Plan stage when the details of a specific scheme are not known, but sites that are significantly constrained by environmental, landscape or recreational factors should be avoided. Again, landscape capacity or sensitivity studies can be useful tools to inform this consideration alongside other relevant evidence such as ecological and heritage studies."

4.2 **Reason 2: Allocation 3 does not seek to further the conservation and enhancement of Chichester Harbour National Landscape.**

Section 245 of the Levelling-up and Regeneration Act 2023, which came into force on 26 December 2023, upgraded the legal duty for public bodies regarding Areas of Outstanding Natural Beauty (AONBs), now rebranded as National Landscapes. It changed their legal obligation from a passive "have regard to" to an active requirement to "seek to further" the conservation and enhancement of these protected areas.

By seeking to allocate land for a major development inside the National Landscape, Havant Borough Council are failing in their legal obligation to the Chichester Harbour National Landscape.

4.3 **Reason 3: Havant Borough Council has not applied 'great weight' to the value of the National Landscape.**

Allocation 3 is facilitating a major development in a National Landscape. Decisions to allocate sites within National Landscapes should be 'landscape-led', as implied by the 'great weight' to be given to conserving and enhancing National Landscapes and the 'highest status of protection' given by para 189 of the NPPF. This requires a robust understanding of landscape, including the history and settlement patterns of the wider landscape, drawing on the Management Plan along with Landscape Character Assessments and Historic Landscape Characterisation.

Pages 7 and 8 of the National Landscape Association (NLA) Briefing Paper, 'Planning for Housing in National Landscapes (AONBs) in England: Guidance for Local Planning Authorities' explains some of the requirements they would expect to see from an LPA considering allocation a site for housing in a National Landscape.

To assess sites for housing in National Landscapes, we recommend LPAs will need to:

- Establish the facts about the natural beauty of the area, especially with reference to the statutory Management Plan for the specific National Landscape. Identify what comprises the specific natural beauty of the area, using:
 - descriptions of natural beauty, which can include Statements of Significance, or description of key characteristics or features, as set out in National Landscape (AONB) Management Plans; and
 - the reasons for designation as a National Landscape (AONB).
- Understand the key aims, objectives, outcomes (and policies, where relevant) in the statutory Management Plan for the specific National Landscape, which give an indication of which actions or approaches will further the purpose of designation. These objectives:
 - relate to the applicable legislative purposes;
 - are evidence-based;
 - have been agreed between local partners, in a process convened by the National Landscape team;
 - include, but are not limited to, national or locally apportioned government targets and outcomes.
- Undertake landscape and visual sensitivity or capacity studies as advised in the NPPG,¹⁴ to assess the sensitivity of each site to the type and scale of development that is being considered. It is critical that these studies are completed prior to allocation, to inform the allocation process, not post-allocation. These studies should:
 - Form part of the Local Plan's evidence base;
 - Accord sites in National Landscapes the highest 'value' in the assessment process, to reflect their national designation status and the provisions of para 189 of the NPPF;
 - Be informed by the specific characteristics of the natural beauty of the area as described in the statutory Management Plan for the National Landscape;
 - Be used to assess whether the principle of development of the site is appropriate, in terms of impacts on the specific natural beauty of the National Landscape;
 - Be undertaken on a site-specific basis rather than as part of a broad-brush sensitivity assessment covering a wider area and assess the sensitivity of these sites to types and scales of development being considered;
 - Consider both the landscape and the visual sensitivity of the sites, again with reference to the Management Plan;
 - Be used to inform the amount, location and nature of development, and extent of site coverage, that may be appropriate - for clarity, this should then be incorporated into any policy allocating the site for development;
 - Identify any mitigation measures, such as landscape buffers and building height parameters, or any other site-specific issues, that might make development of the site acceptable in terms of impact on the specific natural beauty of the National Landscape; again, these should then be incorporated into any policy allocating the site for development; and

- Ensure any mitigation measures themselves would not harm the specific natural beauty of the National Landscape, e.g. would not introduce uncharacteristic landscape features in the locality. Also, in recognising the holistic nature of natural beauty, it should be noted that mitigation measures will not always be sufficient to overcome harms to the National Landscape.

Extract from NLA Briefing Paper, available on the CHC website.

At a request of Chichester Harbour Conservancy, the promoter's evidence was shared with Chichester Harbour Conservancy on 5 August 2026. The evidence is dismissive of the landscape value of Allocation 3, draws upon data going back some 17 years, and does not meet the tests laid down by the NLA. Crucially, this evidence was prepared by the promotor of the site, not the Local Planning Authority.

4.4 **Reason 4: Allocation 3 is naturally beautiful.**

Natural beauty is explained by the NLA as follows:

"It is important to remember that 'natural beauty' is holistic. Natural beauty is not just the look of the landscape (or 'the view'), but includes landform and geology, plants and animals, landscape features, and the rich history of human settlement over the centuries. It comprises multiple elements such as the landscape and scenic quality, natural heritage (geology, species and habitats), wildness (including sense of remoteness), tranquillity and dark skies, and cultural heritage (including the built environment and cultural traditions and associations) which, taken together, justify an area's designation. It is the conservation and enhancement of all these aspects of Plan) that is the primary purpose of designation." (Page 6)

The site promoter states that Allocation 3 is 550m from the water's edge, implying the development will be screened from the water. But it is not the water that is the boundary of the National Landscape – this is a misinterpretation of the National Landscape boundary.

Allocation 3 is also treated as the plot which is of least harm to the National Landscape from a larger site under the same ownership. This is not a reason to develop the site.

The development would be seen from both the National Landscape boundary (the A259) as well as from the public footpaths within the National Landscape to the south and south-west of the site and therefore its impacts would be felt from a significant area. It would advance the present urban edge westwards and southwards, encroaching into the open, rural area within the National Landscape which separates Emsworth from Langstone.

Equestrian land is an important environmental resource. The paddocks store atmospheric carbon dioxide in the soil, and with good management, there is potential for wildflowers to support pollinators. Hedgerows provide wildlife corridors for insects, small birds (Song Thrush, Starling, House Sparrow) and small mammals and paddocks are a habitat for dung beetles which cycle nutrients.

Natural beauty is holistic. The promoter and Havant Borough Council might not be able to see nor appreciate the contribution of this site to the open, rural character and natural beauty of the National Landscape.

4.5 **Reason 5: Allocation 3 has had insufficient scrutiny by the public, which is unacceptable given the environmental constraints of the site.**

The Horse Field is part of the cultural heritage of Emsworth. The inclusion of Allocation 3 is highly unpopular with local people, as evidenced by strong and vocal objections. It is difficult to demonstrate how Allocation 3 is in the public interest (NPPF 190). Furthermore, because Allocation 3 was a late addition to the Local Plan, the site has not been afforded the level of scrutiny it should have, meaning that its inclusion is fundamentally undemocratic, only serving to undermine trust in the Local Planning

Authority. The inclusion of Allocation 3 without sufficient public consultation may be unlawful.

4.6 **Reason 6: Allocation 3 abuts two SINC's and is close to four other SINC's**

Sites of Importance for Nature Conservation (SINC's) form a vital component of the biodiversity of Hampshire alongside statutory designated sites such as Sites of Special Scientific Interest.

SINC's are also known nationally as Local Wildlife Sites. They represent a legacy of good management and rely upon continued stewardship by landowners. Designating a SINC raises awareness of its importance for wildlife particularly with regard to planning and land management decision making.



There are six SINC's near to Allocation 3:

- | | |
|-----|--------------------------------|
| 8 | Brook Farm B |
| 14 | Conigar Point Meadows |
| 77 | Nore Grassland & Saltmarsh |
| 124 | Warblington Castle Farm East D |
| 125 | Warblington Castle Farm East E |
| 126 | Warblington Castle Farm West |

If Allocation 3 includes an area for SUDS (sustainable drainage system), that would likely impinge Brook Farm B.

The development of Allocation 3 may disturb wildlife that use the surrounding sites, including overwintering birds, both during construction and when residents move into the housing estate, through increased noise, light and recreational disturbances.

4.7 **Reason 7: Allocation 3 conflicts with the Chichester Harbour Management Plan 2024/25.**

Since Havant Borough Council has not yet adopted the current Management Plan (2025-2030), it is worth revisiting the Plan from 2019-2024, which had a one-year extension from 2024-2025. That Plan expressed the need to conserve and enhance the special qualities of the National Landscape to:

- Protect the natural beauty of the landscape of Chichester Harbour.
- Enhance the diverse range of habitats for the benefit of wildlife.

The Special Qualities of the National Landscape

- The flatness of the landform, unusual among National Landscapes, accentuates the significance of sea and tide and of distant landmarks across land and water. Inappropriate development can be seen from long distances and intrudes into the landscape, detracting from the historical features of interest.

The remains of Warblington Castle are 500m from Allocation 3.

- The particularly strong historic character and associations. These links with our cultural heritage are not always properly understood and could be used to highlight the importance of protecting the landscape which provides their setting.

The Horsefield 3 is culturally important to the people of Emsworth. It is in the setting of the town.

- The picturesque harbourside settlements. Careful control of development is required if these harbourside villages are to retain their character. The trend towards large extensions and rebuilds creates a more urban feel to the landscape.

The Horsefield is part of the character of Emsworth, which is to be retained.

- The wealth of flora and fauna, notably the vast flocks of wading birds, adds to the richness and diversity of the landscape. Chichester Harbour is internationally important for its many species and habitats and these must be given priority for protection. The health of the landscape can be measured by the biodiversity the Harbour offers. Surveys and monitoring of species and habitats form a vital part of ensuring the continued well-being of the National Landscape.

The Horsefield abuts sites used by overwintering birds, which will inevitably be disturbed by a new housing development.

- The unspoilt character and unobtrusive beauty. It is important that visitors to the Harbour understand and value its special qualities. The promotion of these special qualities should concentrate on raising visitors' awareness rather than attracting greater numbers.

The Horsefield has unspoilt character and unobtrusive beauty and forms an important part of the rural gap separating Emsworth from Langstone.

- The harbour offers a very special sense of peace and tranquillity, largely engendered by the gentle way it is used and the closeness to nature that is experienced. People pressure, inappropriate development and pollution, particularly light and noise, can easily destroy this fragile value as can inappropriate activities.

The fragile environment of the Horsefield and its surroundings is under threat of development.

Pre-Identified Threats to the Special Qualities

- New major developments in and directly around the National Landscape, such as extensive housing sites, industrial parks, and large-scale renewable energy infrastructure, are likely to have an overall detrimental impact.
- The impact of incremental developments is resulting in the gradual urbanisation of the countryside.
- New housing developments add pressure on the Waste Water Treatment Works

These threats will be realised with Allocation 3.

Adopted Management Plan Policies

Policy 1 Conserving and Enhancing the Natural Beauty of the Landscape

The distinctive character and natural beauty of Chichester Harbour National Landscape will continue to be conserved and enhanced for the benefit of current and future generations.

1.9 To utilise the planning system to help conserve the landscape and its setting, including safeguarding the countryside and countryside gaps surrounding the National Landscape, for the benefit of future generations.

Allocation 3 will not conserve or enhance the natural beauty of the landscape. The planning system should be used to safeguard the countryside and the countryside gaps for the benefit of future generations. Allocation 3 breaches Policy 1.

Policy 2 Development Management

The land and water within Chichester Harbour National Landscape is equally important. Development inside Chichester Harbour National Landscape will conserve and enhance natural beauty. Development applications along the boundary will respect the close proximity of the National Landscape by giving great weight to conserving and enhancing natural beauty.

2.5 To utilise the planning system to conserve and enhance the AONB/National Landscape (Local Planning Authorities)

Policy 2 makes it clear that the land and water inside the National Landscape are equally important. LPAs are reminded of their duty to conserve and enhance the National Landscape.

Policy 3 Diversity of Habitats

The richness of the Harbour's natural habitats is under threat from development, deteriorating water quality, recreational disturbance, coastal squeeze, and climate change. Habitats must be conserved, restored, and enhanced, so wildlife can thrive and the healthy ecology of the natural estuary returns. For the benefit of future generations, the natural environment must take precedence until such time as the local state of nature improves

Policy 3 relates to the diversity of habitats, which includes the Horsefield, and the threat of development. The local state of nature is in decline therefore all efforts should be focussed on conserving and enhancing natural beauty and nature, rather than building new dwellings.

Policy 6 Water Quality

Good water quality is fundamentally important to the health of Chichester Harbour estuary, affecting the array of wildlife, the quality of the habitats, sailing and boating, and anyone with an interest in this National Landscape. Current and future work to reduce all sources of pollution is of the utmost importance and must be prioritised if the overall state of the Harbour is to be improved.

New developments put pressure on Waste Water Treatment Works. It is likely that Allocation 3 would be connected to Budds Farm, which discharges into Langstone and reaches Chichester Harbour, due to the tidal flows. Allocation 3 will not help to improve water quality.

Policy 8 Thriving Wildlife

The natural environment of Chichester Harbour is in a state of crisis, with widespread species decline and the gradual deterioration of coastal habitats. Wildlife must be allowed space to flourish, and society must assist with reversing the downward trends if the situation is to improve.

There is huge potential to enhance the Horsefield with wildflowers, hedgerows, wildlife corridors, etc. This opportunity will be lost if it changes to a housing estate.

4.8 Reason 8: Allocation 3 is within the Conservancy's Amenity Area.

Established by its own Act of Parliament in 1971, the Chichester Harbour Conservancy Act of 1971 defined The Limits of the Harbour and a wider Amenity Area. The functions of the Conservancy are:

21.– (1) It shall be the function of the Conservancy, subject to the provisions of this Act, to take such steps from time to time as to them seem meet for the conservancy, maintenance and improvement of

(a) The harbour, for the use of pleasure craft and such other vessels as may seek to use the same;

(b) The amenity area, for the occupation of leisure and recreation and the conservation of nature; and the facilities (including, in relation to the harbour, navigational facilities) afforded respectively therein or in connection therewith.

(2) In the fulfilment of the function with which they are charged by subsection (1) of this section, the Conservancy shall have regard to the desirability of conserving the natural beauty and amenity of the countryside and of avoiding interference with fisheries.

Allocation 3 is within the Amenity Area. Chichester Harbour Conservancy are currently seeking a legal opinion as to whether Allocation 3 is unlawful, since a) there is no provision for allocating land for dwellings in the 1971 Act; and b) the LPA has not yet shared any consideration with the Conservancy as to the impact of Allocation 3 on the Amenity Area.

5.0 Recommendations

5.1 That Chichester Harbour Conservancy responds to the consultation with the opinion that:

- a) Policy 30 is arguably unlawful and unsound; and
- b) Allocation 3 is arguably unlawful and unsound.

The consultation response will explain the justified reasoning.

5.2 That Chichester Harbour Conservancy registers to make a deputation to the Planning Inspector on these grounds during the examination.

RICHARD AUSTIN
Director of Conservation

LINDA PARK
National Landscape Planning Officer

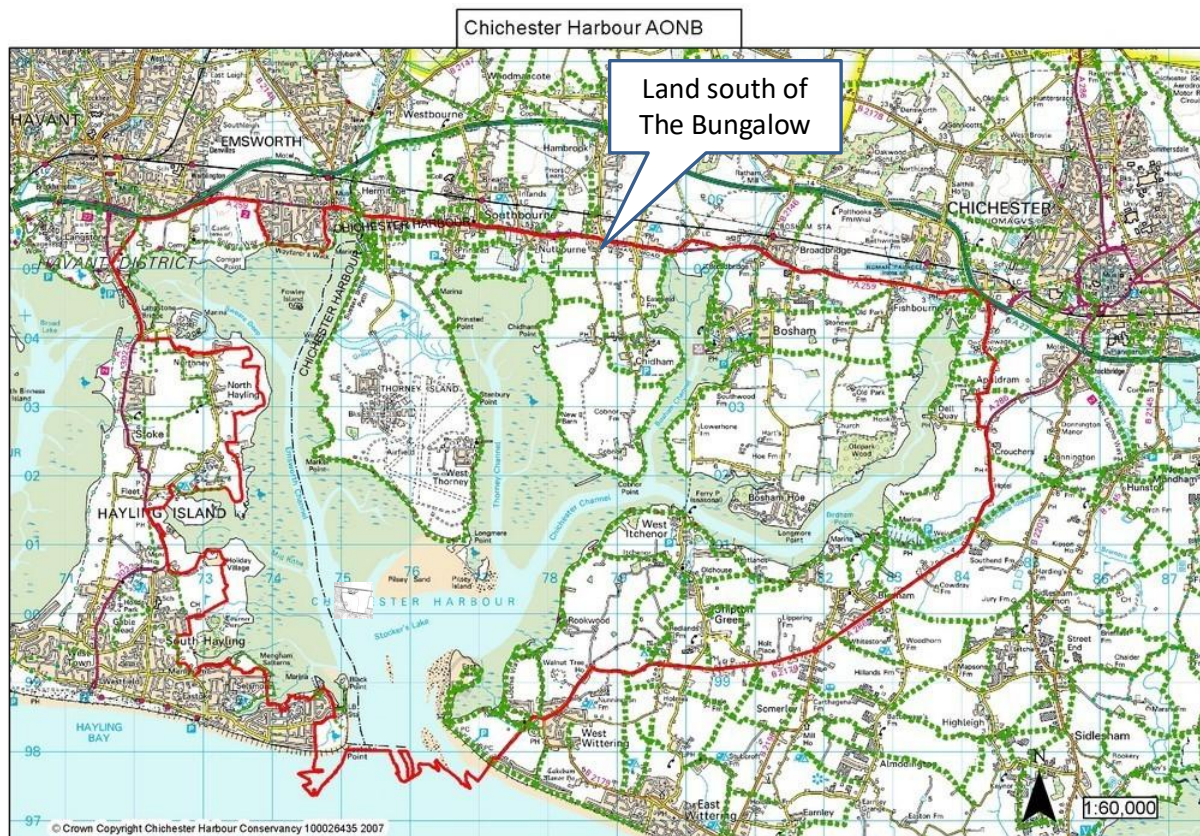
Local Planning Authority planning application reference: **CH/26/01610/FUL**

Site: The Bungalow Cot Lane Chidham Chichester West Sussex PO18 8SP

Proposals: Demolition of existing bungalow and re-wilding of existing bungalow site and garden. Construction of 1 no. replacement dwellinghouse, with associated access and works.

Conservancy case officer: Linda Park

Application details on LPA webpage – <https://publicaccess.chichester.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=TIHE07ERGU400>



RECOMMENDATION

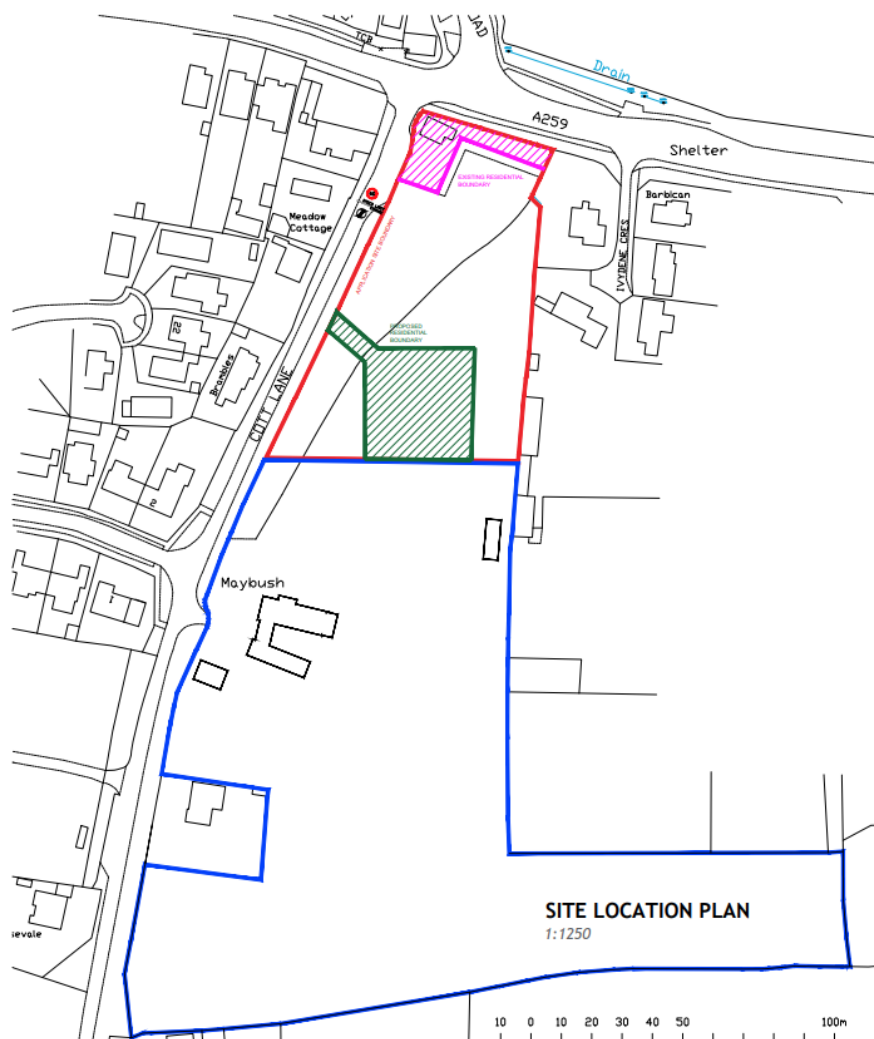
That Chichester District Council, as Local Planning Authority (LPA) be advised that Chichester Harbour Conservancy raises **no objection** to the proposed development, subject to the following conditions:-

- 1) Existing bungalow to be demolished prior to the completion of the proposed new dwelling;
- 2) Scheme of ecological enhancements and planting to be agreed;
- 3) Management and maintenance plan for the surrounding orchard to be agreed;
- 4) External lighting to be agreed and to be low level to protect the Dark Skies of the National Landscape;
- 5) Schedule/samples of materials and finishes of the proposed new dwelling be agreed;
- 6) Details of boundary treatments for the new curtilage be agreed.

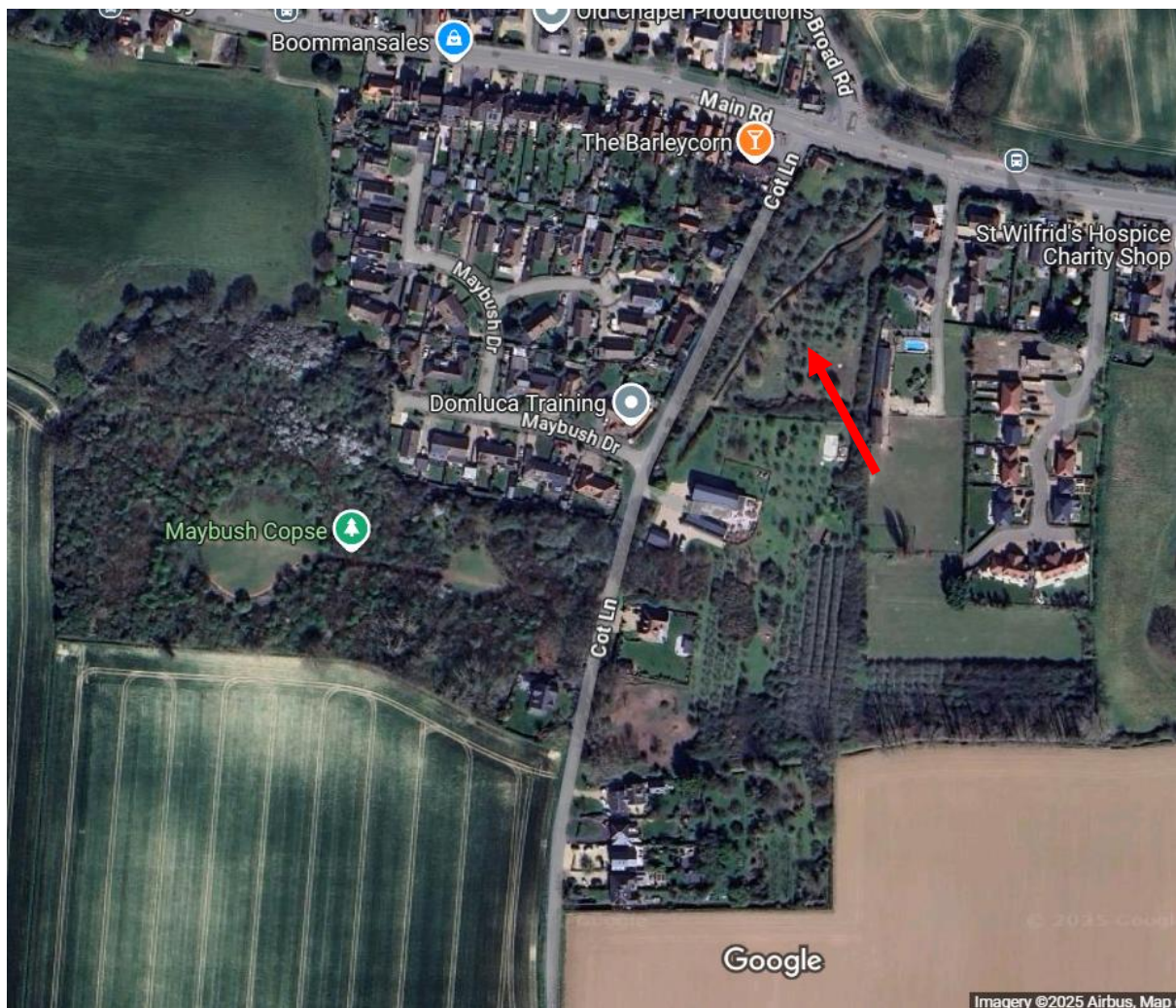
Conservancy Officers' comments and reasoned justification

1.0 Site description

- 1.1 The site relates to a small bungalow on the eastern corner of the junction between Cot Lane and Main Road, and an area of historic but remaining apple orchard to the south. The site lies within the Chichester Harbour National Landscape, and outside the settlement boundary of Nutbourne.
- 1.2 The site borders the east side of Cot Lane running for some distance southwards, and is lined with mature trees which contribute to the rural character of the National Landscape and Cot Lane and also provide an effective screen preventing clear views into the site. The site forms part of the Strategic Wildlife Corridor as set out in the Chichester Local Plan (2021-2039).
- 1.3 Directly south of the site is a recently replaced dwelling 'Maybush', which belongs to the applicant, who manages the orchard area surrounding this dwelling (to the south of the application site) in an environmentally friendly manner. Nearby Maybush Copse community woodland sits in close proximity to the site, to the southwest, directly to the south of the settlement boundary.



Above: Site location outlined in red



Above: Aerial photograph of the site and areas to the south





Above: Photographs of the site taken from Main Road and Cot Lane



Above: Inside the orchard site



Above: Inside the orchard site



Above: Where the new access would go (LHS); the existing bungalow (RHS)



Above: Approximate location of proposed dwelling in small clearing within orchard



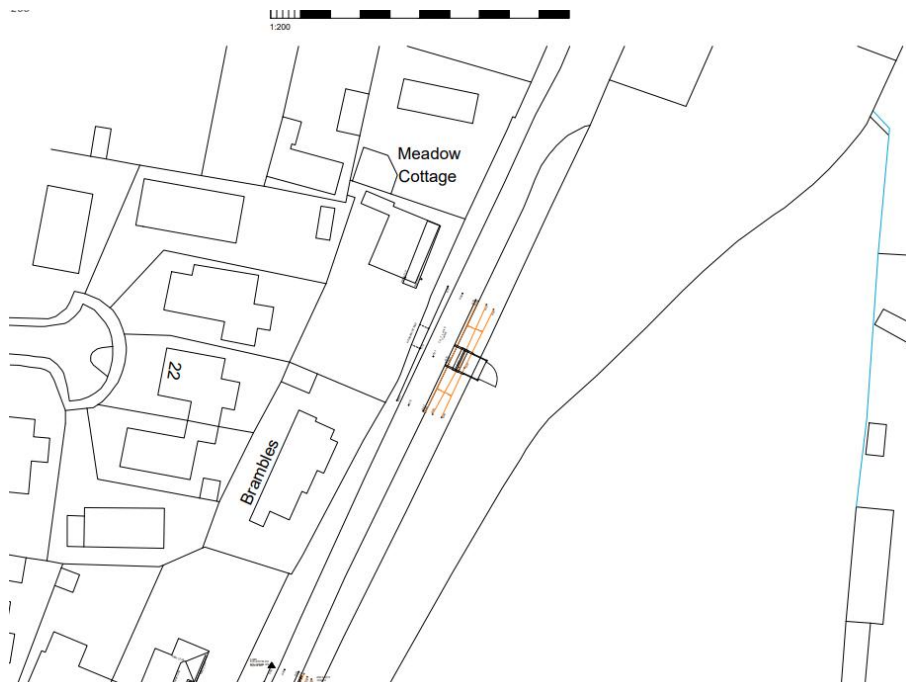
Above: 'Maybush' property to south owned by applicant and surrounding orchard area.

2.0 Relevant recent planning history

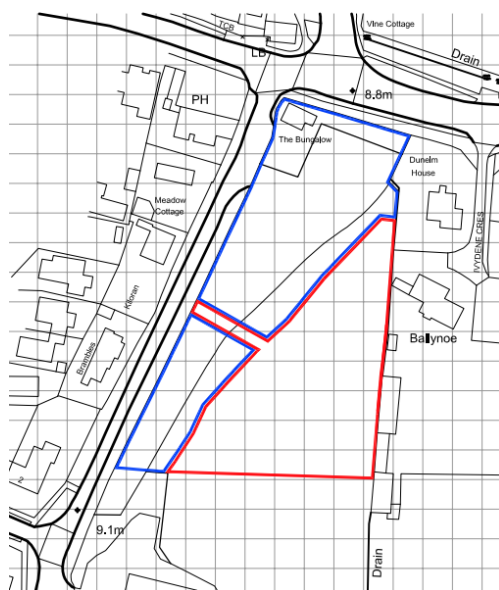
- 2.1 A development of 25 dwellings was refused in 2014 and dismissed on appeal in 2015 (13/03978/FUL) on the grounds that the development would be unacceptable due to its location within the AONB, the countryside and Strategic Gap. The Conservancy had objected on the grounds of harm to the landscape character and tranquillity of this part of the AONB as well as the harm to site ecology.



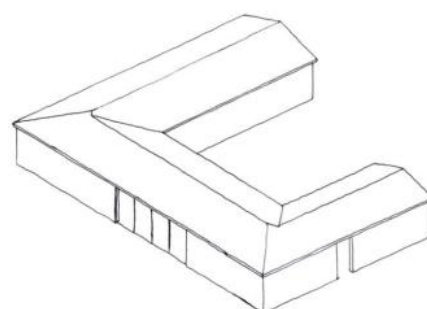
- 2.2 A new vehicle access off Cot Lane was permitted in 2021 (21/02289/FUL). The Conservancy did not object to this, subject to new soft planting to replace the hedgerow lost by forming the access, as set out in the application.



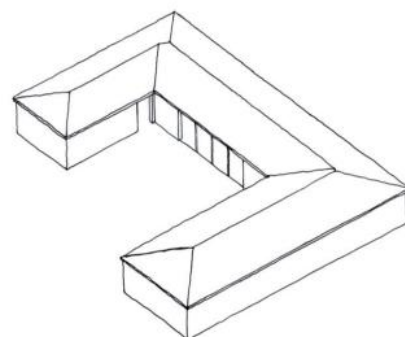
- 2.3 A pre-application enquiry was submitted in summer 2022 (22/01365/PRESS) for the erection of one detached dwelling within the site. The Conservancy was not consulted. This proposal was discouraged by the Council due to the location of the site outside the settlement boundary and within the Strategic Wildlife Corridor.
- 2.4 A 'permission in principle' application was made in December 2022 (22/03132/PIP) for the erection of up to 7 dwellings within the orchard site (see red outline plan below). The Conservancy strongly objected to this application, which was subsequently withdrawn.



- 2.5 A pre-application enquiry was submitted in 2025 (CH/25/00417/PRERD) for the erection of a replacement dwelling further south within the orchard than the existing bungalow. The Conservancy raised concerns that the proposed replacement dwelling would be further south within the orchard rather than in the residential curtilage of the existing bungalow, and said it was unlikely that the Conservancy would not object to an application, due to the principle of a dwelling outside the settlement boundary or a residential curtilage within the National Landscape being against policy principles, and due to ecological concerns as a result of the need for clearance of orchard trees, which form part of the Strategic Wildlife Corridor. We encouraged any replacement dwelling to be sited within the curtilage of the existing bungalow (see proposed plan and sketches below).



Sketch of how the proposal may appear with gable roof

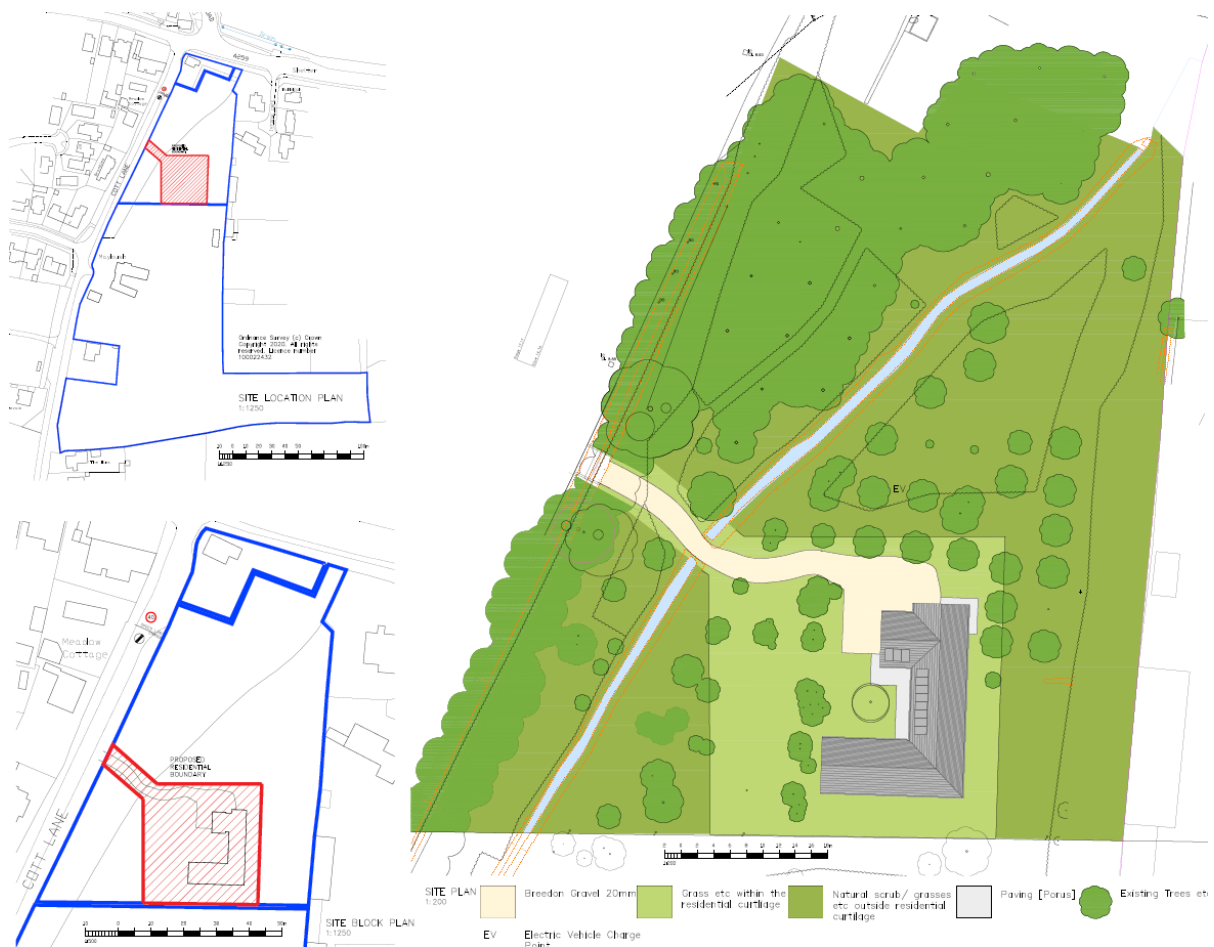


Sketch of how the proposal may appear with hipped roof

- 2.6 The Council were more encouraging of the pre-application enquiry above, and suggested that rather than a replacement dwelling, proposing the new dwelling as an additional dwelling (whilst retaining the existing bungalow rather than demolishing it as shown) would enable the application to be considered under Policy LP1 of the Chidham and Hambrook Neighbourhood Plan which allows windfall developments to be assessed on their own merits.
- 2.7 The applicant and their agent then contacted Conservancy Officers and asked for an on-site meeting, which was held in June 2025 including the Conservancy's Ecologist. Officers were shown around the existing orchard, as well as the area surrounding 'Maybush' (the property to the south of the site in the applicant's ownership).

- 2.8 Conservancy Officers gave the applicant further informal comments in writing following the meeting, as the site visit and explanations from the applicant had changed our perspective slightly in comparison with our response to the Council's pre-application enquiry. The applicant showed Conservancy Officers how he has managed and improved the surrounding orchard and habitats around the property 'Maybush' and explained that the intention would be for the new dwelling within the site to be similar to 'Maybush' in that the relatively modest garden would be sold with the surrounding orchard, and that its ongoing management for the benefit of nature would be secured through a suitable covenant on the property.
- 2.9 We accepted that the siting of the new dwelling within the area indicated would require a minimal removal of existing orchard trees (although this is partly because the previous owner has done some significant clearance already, which can be seen on google aerial images showing the reduction in tree cover at the site in recent years). Given the preference for the on-going management of the orchard habitat, rather than the site falling into the wrong hands and being cleared or repeated attempts made to develop the site with multiple houses or a commercial use, we advised that we were prepared to accept in principle the building of the new dwelling in the location shown, subject to the scale, design and details being in accordance with the Joint AONB Supplementary Planning Document, as indicated in the particulars submitted under 25/00417/PRERD.
- 2.10 However, we advised that we disagreed with the Council's assessment that it would be preferable to keep the existing bungalow at the north-western corner of the site, so that the development would provide 1 additional dwelling and therefore be considered under different policies and as a 'windfall site' under the Neighbourhood Plan policy. The existing bungalow is sub-standard due to its size, condition, and also its siting very close to the corner of the junction, as well as the non-existence of vehicular access or off-street parking. If this plot was separated off and sold, any purchaser would need to re-build/replace the dwelling, and inevitably a larger dwelling, with a new access to provide off-street parking with areas of hardsurfacing and possible outbuilding(s) would be proposed, both of which would have a significant impact on the semi-rural character of this part of Cot Lane and would have a predicted negative impact on the natural beauty of the National Landscape, as well as the integrity of the Strategic Wildlife Corridor.
- 2.11 Having seen the whole site and considered the options, we advised that we were of the view that it would be much better if, alongside the plans to build a new dwelling further south within the orchard, the existing bungalow was demolished and the land was re-planted and restored to woodland/orchard, as shown in the original pre-application enquiry, which would help to enhance the Strategic Wildlife Corridor, of which the site forms part. This enhancement could, along with the promised on-going management of the orchard land around the new dwelling sited further south, provide the exceptional circumstances required under Local Plan Policy NE11 and the Conservancy's policies, to justify the provision of the new dwelling within the countryside, which, it is accepted, would be in a much better location in terms of the residential amenity of future occupiers than the existing bungalow, and would be more discreetly sited as viewed from public vantage points.

- 2.12 Essentially, our pre-application advice following the meeting was that the potential ecological and landscape enhancements from the above scenario would outweigh the benefit of 1 additional dwelling that would be achieved through keeping the existing bungalow, which we believe would come with various problems in terms of making it suitable for future occupiers without causing harm to the natural beauty of the National Landscape and the integrity of the Strategic Wildlife Corridor.
- 2.13 A planning application was submitted in August 2025 (25/01864/FUL) for 1 dwellinghouse, access and associated works. This included the retention of the existing bungalow on the corner of the junction within the site (see plans below).



- 2.14 The Conservancy objected on the following grounds:-

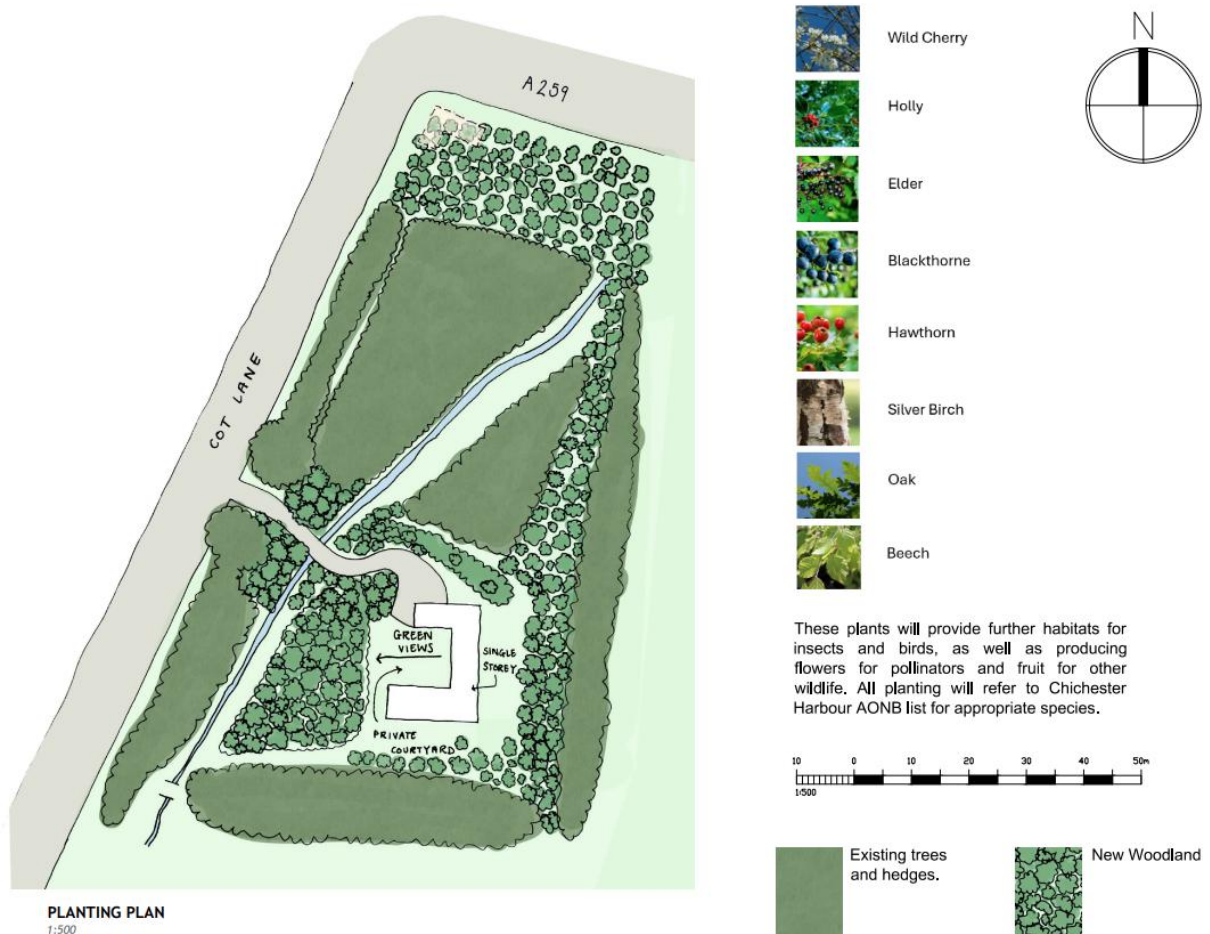
"The proposal involves the provision of an additional dwelling outside the settlement boundary, within a historic orchard forming part of the Strategic Wildlife Corridor, within the Chichester Harbour National Landscape, where no essential need for the new dwelling in this location has been demonstrated. The retention of the existing bungalow alongside the proposed erection of the new dwelling fails to take the opportunity to restore this north-western part of the site to orchard/woodland and therefore to meet the test of conserving and enhancing the natural beauty of the National Landscape and preserving or enhancing the integrity of the Strategic Wildlife Corridor."

As such, the proposal is contrary to National Planning Policy Framework paragraph 189, Local Plan Policies NE2, NE3, NE4, NE5, NE9, NE11, and NE14, Chichester Harbour Management Plan Policy 1 and Planning Principle PP04."

2.15 The application was subsequently withdrawn.

3.0 Proposed development

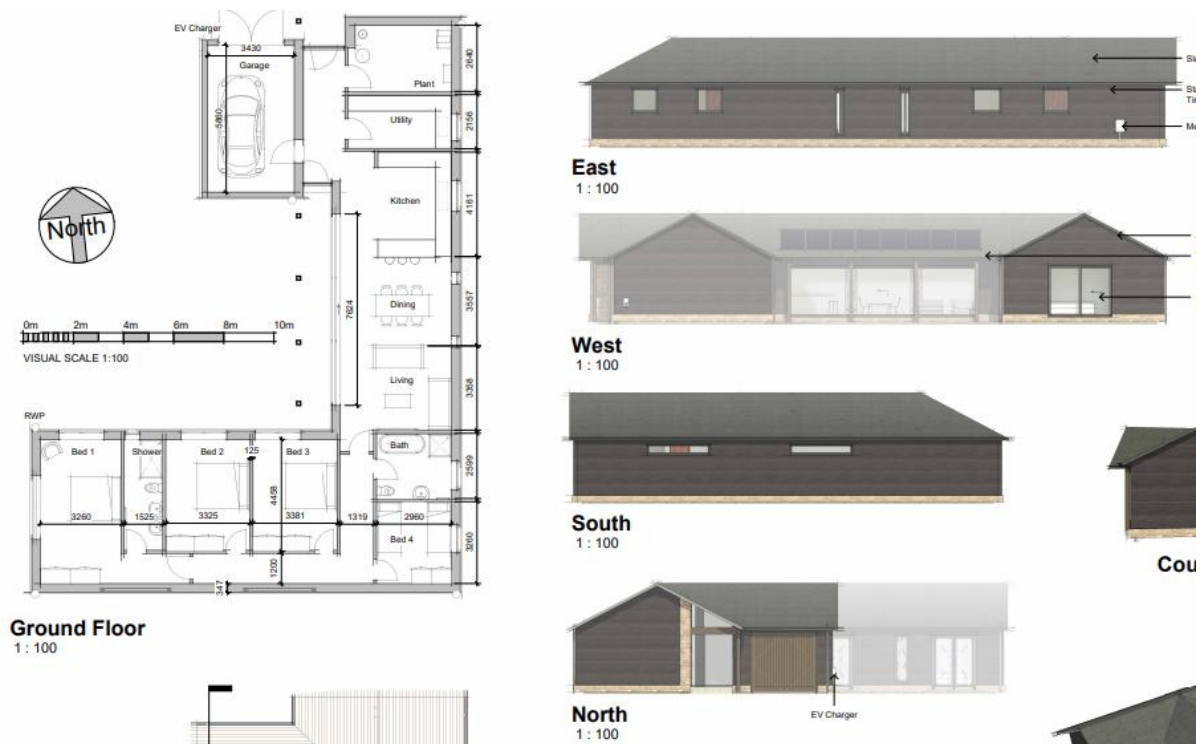
3.1 The current application seeks permission for the new dwelling further south as previously indicated, but this time includes the demolition of the existing sub-standard bungalow and the re-wilding of the existing plot. This would utilise the previously proposed U-shaped, single-storey bungalow design, with a new vehicular access from Cot Lane similar to that granted under CH/21/02289.



Above: Proposed site plan



Above: Existing bungalow elevations and floor plan



Above: Proposed new dwelling floor plans and elevations

- 3.2 The proposed bungalow would be finished in stained black horizontal timber cladding with dark powder coated aluminium doors and windows under a slate roof which would incorporate solar panels.
- 3.3 The application includes a method statement in relation to the existing watercourse, a maintenance and management plan for drainage and a drainage strategy, a biodiversity net gain assessment, an ecological impact assessment, a sustainable design and construction statement, and a design and access statement with national landscape statement.
- 3.4 The supporting statement outlines the proposed enhancement and protection of the Wildlife Corridor, whilst recognising the site's ecological value as part of a

historic orchard. This will include an extensive retention, maintenance and enhancement native planting programme across the site and to the land framing the application site, within the applicant's ownership. The planting schedule incorporates indigenous species selected specifically for their ecological benefits, including native hedgerows, trees and shrubs to provide foraging and nesting opportunities, thereby reinforcing the ecological integrity of the Wildlife Corridor.

4.0 Related Planning Policy framework

National Planning Policy Framework (NPPF) (Revised August 2026) Policies S3, S5, N2, N3 and N4.

National Planning Practice Guidance (NPPG) (2014 onwards).

Chichester Local Plan (2021-2039): Policies NE2 (Natural Landscape), (Strategic Wildlife Corridors), NE5 (Biodiversity and Biodiversity Net Gain), NE9 (Trees, Hedgerows and Woodlands), NE11 (Development in the Countryside), NE14 (Chichester Harbour Area of Outstanding Natural Beauty), NE22 (Lighting).

Chichester Harbour Management Plan 2025-2030 – Policy Aim 4: Conservation of Nature, and 4.4: A Naturally Beautiful Landscape. Planning Principles PP01 (Great Weight for a Nationally Important Landscape), PP03 (Residential and Householder Development), PP05 (Dark Skies and Light Pollution).

Chichester Harbour Landscape Character Assessment (CBA update 2019).

Joint CH AONB Supplementary Planning Document (SPD) (2017).

5.0 Key issues: Impact on Chichester Harbour AONB

- 5.1 The existing bungalow in the northwest corner of the site is inadequate in terms of providing a good level of amenity for future occupiers (it is small, of poor construction, located very close to the junction, and has no off-street parking). As such, the principle of a replacement dwelling is accepted under Planning Principle PP03.
- 5.2 Following the pre-application enquiry in 2025 and having visited the site with the applicant, Conservancy Officers (including the Conservancy's Ecologist) accepted that the siting of the new dwelling within the area indicated would require a minimal removal of orchard trees and would be preferable in terms of providing a good level of residential amenity for future occupiers, being further removed from the road junction.
- 5.4 As observed by the Inspector in 2015, the site is generally well screened from the west (Cot Lane), and we accept that it is not prominent in the wider landscape. However, the site does contribute to the natural beauty and undeveloped character of the National Landscape and contributes to the rural character of Cot Lane.
- 5.5 The proposed dwelling would be of an appropriate design in the context of the rural character of Cot Lane and would not be clearly visible from Cot Lane or the surrounding area provided the boundary trees are retained as stated, as there would only likely be small glimpses of the proposed driveway and dwelling from

Cot Lane (the submitted plan indicates minimal removal of trees and a new 'tree/hedgerow retention and enhancement scheme').

6.0 Impact on nature conservation

- 6.1 The current application addresses Conservancy Officers' previous concerns regarding the missed opportunity of re-wilding the site of the existing bungalow in order to justify the replacement dwelling's new position further south, as this is now integral to the scheme. The Conservancy's Ecologist, who has visited the site, has the following comments on the current application:-

"Whilst some of this site and adjacent priority habitats will be negatively impacted by the new build, the demolition/removal and subsequent re-planting of the bungalow on the NW corner of the property is welcome. Given the lack of statutory designation for the site, and its important place within the CDC wildlife corridors network, we feel the proposal may represent the best option for this site's long term protection. Ongoing and favourable management of the existing orchard and woodland habitats should be secured through a suitable covenant on the new dwelling/property.

The re-planting of the bungalow site should be designed to enhance the existing orchard and hedgerows with native species and appropriate spacing.

The proposal should be subject to the usual protected species surveys, with mitigation plans for reptiles, breeding birds and bats during and post-construction phases."

7.0 Conclusion

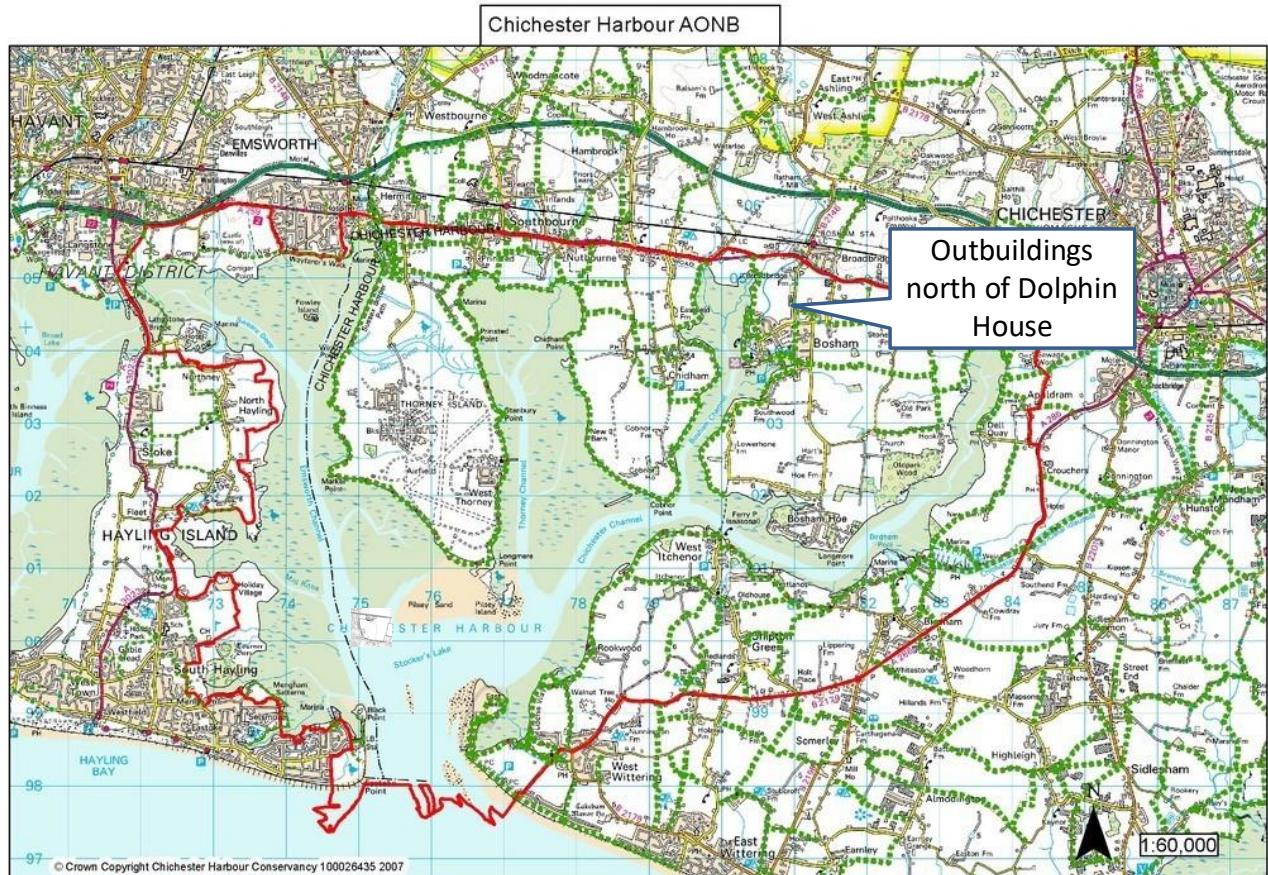
- 7.1 The scheme is a well-considered proposal which would be unobtrusive from a landscape perspective and on balance, is the best opportunity to provide a positive enhancement to the surrounding environment, if the ecological enhancements and planting are carried out in accordance with a scheme to be agreed, along with a maintenance and management plan, which should also be a covenant on the new property. Additional conditions should include limits on external lighting to protect the Dark Skies of the National Landscape and the Wildlife Corridor, and materials and finishes of the bungalow along with any boundary treatments to be agreed, to ensure that these are in keeping with the rural, orchard setting of the site.

Site: Outbuildings North Of Dolphin House Delling Lane Bosham West Sussex
Proposals: 26/01592/FUL

Demolition of existing workshop and store barn, refurbishment of existing boat house and garage and erection of a sustainable self-build dwelling with associated landscaping and biodiversity enhancements.

Conservancy case officer: Linda Park

Application details on LPA webpage – <https://publicaccess.chichester.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=TIBAMAERGQB00>



RECOMMENDATION

That Chichester District Council as Local Planning Authority (LPA) be advised that Chichester Harbour Conservancy raises an **objection** to the proposed development for the following reason(s):-

- 1) The proposed new dwelling would be contrary to Local Plan Policy S2 since it would not require a countryside location or meet an essential local rural need. It would also conflict with National Landscape Management Plan Planning Principle PP01 by introducing a new dwelling outside a settlement boundary within the National Landscape.
- 2) The proposed new dwelling would erode the rural character and special qualities of the National Landscape by virtue of its two-storey form and the domestication of the site including parked cars, hard surfaces, fencing, outbuildings, garden paraphernalia and lighting etc and would therefore fail to conserve and enhance the natural beauty of the National Landscape, contrary to NPPF Policy NE4, Local Plan Policy NE14 and National Landscape Management Plan Policy Aim 4.4 and Planning Principles PP01 and PP05.

Conservancy Officers' comments and reasoned justification

1.0 Site description

- 1.1 The site is outside but immediately contiguous with Bosham's defined settlement boundary and constitutes brownfield land formerly used to rear chickens and partly for builders' and general storage. There is a main storage barn, a workshop and a boathouse on the site.





- 1.2 Some images of the site itself, accessed off a private drive also serving two dwellings to the south are shown below. Whilst in some state of dilapidation, the submitted structural report confirms each of the existing site buildings to be structurally sound.



- 1.3 Buildings on the site are barely visible in the wider landscape or from public vantage points, largely due to trees flanking the boundaries. Those on the northern boundary are protected by a TPO (99/00088). Open farmland exists to the east side of Delling Lane and also to west of the site. The gravel surfaced car parking area to former farm buildings now converted for industrial/commercial

use (Southfields Industrial Estate) lie to the north as do 2 No. tall telecommunications masts. There is a bus stop outside the site on Delling Lane (see below). Views of the site from Delling Lane are screened by the boundary trees and trees and hedgerows within the site.



- 1.4 Views towards the site from the shoreline footpath to the west/north-west are of the trees and boundary vegetation with glimpses of the telecommunication masts (see below).



- 1.5 Views from the public footpath to the north connecting the Broadbridge Business Centre to the shoreline footpath include the buildings at the Southfields Industrial Estate and the telecommunication masts, as well as Dolphin House and further dwellings in the distance (see below).



- 1.6 Views from Walton Lane to the east, similarly, are of the trees and vegetation framing the site (see below).



2.0 Relevant planning history

- 2.1 Previous schemes included the land parcel immediately east (separated from the application site by a tall hedge), which has the character and usage of a domestic garden, albeit separated from Southfield and Dolphin House by the access spur from Delling Lane. There were 2 applications to redevelop a wider site either residentially or commercially but rejected in 2002 (dismissed at Appeal) and 2007 respectively.
- 2.2 As an initial iteration of the Bosham Neighbourhood Plan, this wider site was looked at to provide new build housing within the Parish, but was not taken forward.
- 2.3 Under 21/00009/PREOT – advice was sought from the Council as to the conversion of existing buildings to a live/work unit and associated works. In principle, Conservancy Officers had no objections, subject to certain safeguards.
- 2.4 Under 22/02502/FUL, permission was sought for – “Change of use of poultry buildings to form 1 no. new dwelling, including partial demolition of existing garage, landscaping and associated works”. The case was considered at the 11 November 2022 meeting of The Conservancy’s Planning Committee. The Committee resolved the following –

“No objection, subject to planning obligations covering –

(a) The Annex not being used as a separate dwelling and remaining at all times as ancillary to single dwelling use of the site;

(b) Bird Aware Solent contribution being made to mitigate recreational disturbance at the Chichester Harbour shoreline; and,

(c) necessary nitrate credits being obtained to mitigate for additional load on Chichester Harbour via wastewater arising from the development,

and planning conditions related to –

(i) agreement of facing and roofing materials;

(ii) works being carried out, outside the bird nesting and breeding season;

(iii) tree safeguarding during construction in accordance with the submitted method statement;

(iv) new soft landscape design/planting being approved with provision for its future maintenance;

(v) Implementation and retention of the recommended ecological enhancements;

(vi) Remove permitted development rights under Classes A-H of Part 1 to Schedule 2 of the Town and Country Planning (GPD) Order 2015 (as amended);

(vii) Details of any external lighting to be agreed; and,

(viii) any home working to be purely ancillary to the primary use of the site as a Class C3 dwelling.”

- 2.5 The District Council failed to determine the application within the statutory time frame and an Appeal was lodged. This was later dismissed on 14 June 2024, for the following broad reasoning –
- 2.6 The site was not within the settlement boundary and thus in the countryside and the immediate surroundings contributed to rural character which was important to the landscape and scenic beauty of the National Landscape.
- 2.7 Reference was made to Local Plan Policy 46 (conversion of rural buildings), where all of its 6 criteria needed to be met. The existing buildings at the site – although utilitarian in appearance – were considered to reflect the intrinsic rural character of the area. TPO's at the site were also noted as contributing to the NL's scenic beauty.
- 2.8 The Inspector found that much of the structures' fabric would be stripped away and that some steel purlins were corroded and also need replacing. He therefore agreed with the viability report that concluded significant expenditure would be needed to affect a habitable residential conversion, almost amounting to a complete rebuild and so not meet criterion 1 of Policy 46, nor criterion 5 (requiring a traditional building of architectural or historic merit).
- 2.9 With insufficient reason to site the dwelling in the NL and the associated domestic activity and treatment of the site would detract from the NL's natural beauty. With protected trees also being so close to the western-most building, there was a concern that there would be later pressure to reduce or fell TPO trees. The proposals were also considered contrary to Neighbourhood Plan Policy 1.
- 2.10 The remaining reasonings related to matters to be secured through planning obligations, which might have been addressed, had the Inspector not found the scheme to be harmful for other reasons, which overrode the 'tilted balance' under paragraph 11 d) of the NPPF. The Inspector accepted the findings of the commercial viability report which concluded that the site was unlikely to be successfully marketed for employment use due to the condition of the buildings and access constraints.
- 2.11 A pre-application enquiry was submitted to the Council in 2025 (BO/25/00949/PRESS) for the 'construction of an environmentally focused dwelling' (retaining the boatshed and part of the storage barn as a garage), on which the Conservancy commented. We stated that we would oppose a new dwelling on a matter of principle given the tests of emerging Local Plan Policy S2 and Inspector's conclusions on the 2024 appeal, as well as the likelihood that the rural character of the site would be eroded by the proposal.
- 2.12 The Council raised similar concerns about the proposed dwelling being contrary to the settlement hierarchy and therefore unacceptable in principle, despite other positive aspects of the scheme (sustainable design, appropriate design and materials). See sketch from the pre-application submission below.

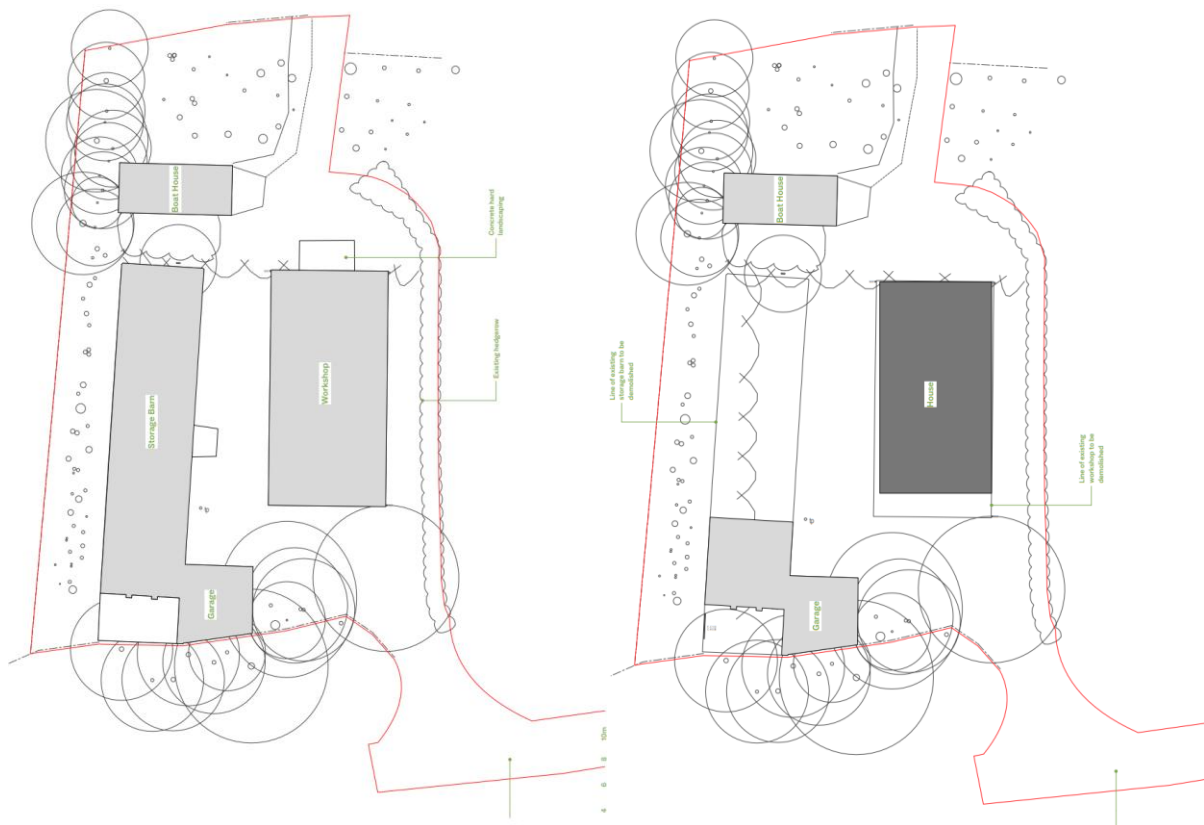


3.0 Proposed development

- 3.1 The current application seeks permission for the demolition of the existing workshop and storage barn and the refurbishment of the existing boathouse and garage (part of the storage barn) along with the erection of a sustainable self-build dwelling with associated landscaping and biodiversity enhancements. The proposed scheme would be very similar to that shown under the recent pre-application submission, with modest refinements to the design.
- 3.2 The application seeks to address the concerns raised by both the Council and the Conservancy in relation to the 2025 pre-application scheme, by arguing that the proposal would be of an outstanding and innovative design that promotes high levels of sustainability, and innovative construction methods including pre-fabricated structural systems alongside a comprehensive sustainability strategy that seeks to achieve a carbon-negative outcome, in the context of paragraph 139(b) of the NPPF.
- 3.3 The application is comprehensive and includes an arboricultural impact assessment and supporting analysis to demonstrate appropriate light levels inside the proposed dwelling, protection of root systems and avoiding undue pressure for future tree removal. It also includes a nutrient budget and a draft legal agreement to secure the required Bird Aware contribution and A27 contributions. The application also includes an Ecological Enhancement Plan and Landscape Masterplan, as well as a detailed Landscape and Visual Appraisal and Landscape Strategy. The Planning Justification Statement sets out the arguments why the

proposal should be considered favourably and argues that the proposals would remove 298 square metres of built form, clear the asbestos, break out the hardstanding, and replace almost all of it with native habitat comprising wildflower meadow, native hedgerow, woodland scrub, pollinator planting, and a green roof. It is argued that what remains would be a modest 3-bedroom self-build dwelling of 143.1 square metres, positioned carefully on the existing workshop footprint, set further back from the western tree line than the buildings it replaces, and designed to sit quietly within – and celebrate – the surrounding landscape. It is argued that the net result is a site smaller in built footprint by 103.2 square metres, richer in biodiversity, safer in terms of contamination, and better for the trees that frame it. It is argued that this is a genuinely positive outcome for the National Landscape.

- 3.4 The proposal retains the existing tree planting along the western boundary and includes measures to improve their long-term condition through the removal of existing built form and hardstanding. Additional planting is proposed to deliver landscape and biological enhancements.
- 3.5 The proposed design incorporates mitigation measures to control light spill, including timber shutters at ground floor level and louvres and shading to upper floor glazing and rooflights.



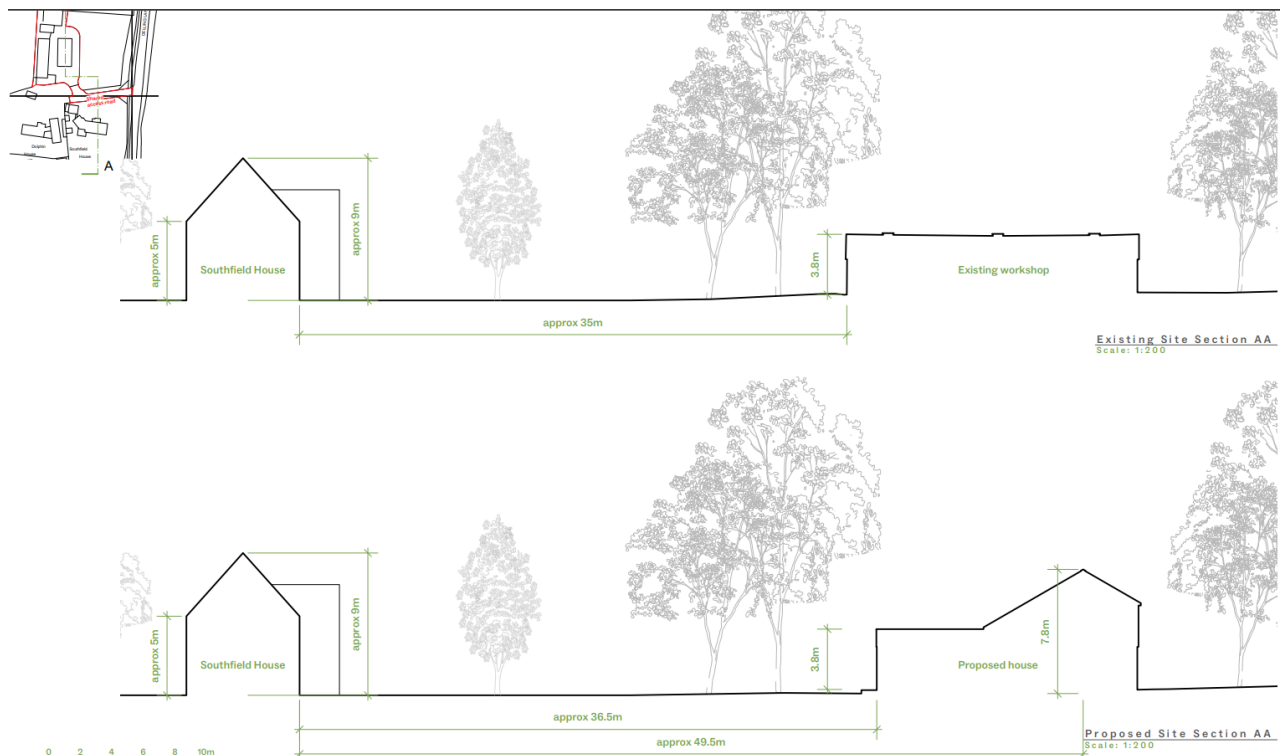
Above: Existing and proposed site plan



Above: Design concept/masterplan showing proposed soft landscaping/planting



Above: Proposed new dwelling elevations



Above: Existing and proposed site section

4.0 Related Planning Policy framework

National Planning Policy Framework (NPPF) (Revised August 2026) Policies S3, S5, N2, N3 and N4.

National Planning Practice Guidance (NPPG) (2014 onwards).

Chichester Local Plan (2021-2039): Policies S2 (Settlement Hierarchy), NE2 (Natural Landscape), NE5 (Biodiversity and Biodiversity Net Gain), NE9 (Trees, Hedgerows and Woodlands), NE11 (Development in the Countryside), NE14 (Chichester Harbour Area of Outstanding Natural Beauty), NE22 (Lighting), E2 (Employment Development – Existing Employment Sites).

Chichester Harbour Management Plan 2025-2030 – Policy Aim 4: Conservation of Nature, and 4.4: A Naturally Beautiful Landscape. Planning Principles PP01 (Great Weight for a Nationally Important Landscape), PP02 (Safeguarding Marine Enterprise), PP03 (Residential and Householder Development), PP04 (New Tourist/Commercial/Agricultural Development within the Rural Area), PP05 (Dark Skies and Light Pollution), PP06 (Conversion of Buildings within the Rural Area), PP07 (Development Near the National Landscape Boundary).

Chichester Harbour Landscape Character Assessment (CBA update 2019).

Joint CH AONB Supplementary Planning Document (SPD) (2017).

5.0 Key issues: Impact on Chichester Harbour National Landscape

5.1 Policy Aim 4.4 of the Chichester Harbour National Landscape Management Plan states “As is the purpose of the designation, the natural beauty of Chichester Harbour National Landscape will be conserved and enhanced.” It includes, under

'indicative actions' "To follow the Chichester Harbour National Landscape Planning Principles when considering planning applications, which serve as a guide to interpret the respective Local Plans".

- 5.2 Planning Principle PP01 (Great Weight for a Nationally Important Landscape) states that great weight is to be given to the protection of the National Landscape and its setting, its special qualities, and the policy aims. It states that all new developments for a net increase in dwellings within the National Landscape are to be within existing settlement boundaries.
- 5.3 The proposed new dwelling would be located outside the Bosham settlement boundary, and therefore technically, in the countryside, albeit there are existing buildings on the site and therefore it comes under the 'previously developed land' definition.
- 5.4 Local Plan Policy S2 (Settlement Hierarchy) states that there is a presumption in favour of sustainable development within the settlement boundaries, but that development outside of these areas ('rest of the plan area – small villages, hamlets, scattered development and countryside') "is restricted to that which requires a countryside location or meets an essential local rural need or supports rural diversification in accordance with Policy NE11".
- 5.5 Policy NE11 (Development in the Countryside) gives further criteria for development outside of settlement boundaries, including that proposals conserve and enhance the key features and qualities of the rural landscape character of the countryside setting including biodiversity, and that the proposal is well related to an existing farmstead or group of buildings or located close to an established settlement.
- 5.6 Whilst the application is comprehensive and impressive in many respects in regards to its consideration of landscaping and biodiversity enhancements to the site overall in comparison with the existing sites coverage with buildings and hardsurfaces, the principle of a new dwelling outside the settlement boundary remains contrary to established policy in both the Local Plan (adopted in August 2025) and Planning Principle PP01 of the National Landscape Management Plan, and this conflict was advised by Conservancy Officers and Council Officers in response to the recent pre-application scheme.
- 5.7 As per the appeal decision in June 2024, there would be insufficient reason for a new dwelling to be sited within the National Landscape (outside of the Bosham settlement boundary), and the residential activity associated with it, along with parked cars, related hard surfaces, and likely domestic paraphernalia, including sheds, garden furniture, washing lines, internal/external lighting and so on, would damage the area's natural beauty and detract from its special qualities. Despite the laudable aims and efforts set out in the application, ultimately, any future occupier is likely to wish to remove at least some of the trees along the boundaries of the site to obtain views of the open countryside beyond, which would, in turn, open up views of the proposed two-storey house, which is 4 metres higher than the existing workshop, from the wider National Landscape, again, detracting from its natural beauty and special qualities.

6.0 Conclusion

- 6.1 The application makes a concerted effort to overcome the reasons for the dismissal of the 2024 appeal and concerns raised by Conservancy and Council Officers regarding the pre-application scheme; but ultimately, there is a conflict with Policy S2 of the Local Plan and Planning Principle PP01, whereby the proposed dwelling would not require a countryside location or meet one of the exceptions to the presumption against development outside settlement boundaries, and in addition, it would be likely to erode the rural character and natural beauty of the National Landscape by virtue of the domestication of the site over time. If an exception is made in this instance due to the perceived benefits from the planting and biodiversity enhancements set out in the application, then this could be argued on any site outside a settlement boundary within the National Landscape.
- 6.2 In addition, a new dwelling would add to pressure on the waste water treatment works and recreational disturbance, despite these issues being possible to 'address' with the purchasing of nitrate credits and a financial contribution to the Bird Aware scheme.

All enquiries: planning@conservancy.co.uk



BY EMAIL ONLY

Chidham & Hambrook Parish Council
c/o 4 Brook Close
Nutbourne
PO18 8FY

23rd June 2026

Dear Chidham and Hambrook Parish Council,

Chidham & Hambrook Neighbourhood Plan (Regulation 14, Town and Country Planning, England, Neighbourhood Planning Regulations)

Thank you for the opportunity to comment on the draft Neighbourhood Plan review. I have attached the on-line form and have some comments on the draft plan below.

We fully support the proposed policies in the draft Neighbourhood Plan, in particular Policy CH-E1 01 Dark Skies, Policy CH-E1 02 Local Green Space, Policy CH-E1 04 Protection and enhancement of chalk streams and Policy CH-DD 01 Landscape Gaps, and are pleased that the Neighbourhood Plan makes appropriate references to the Chichester Harbour National Landscape, which covers a large part of the Parish. We have a few comments as set out below.

At paragraph 5.6 on page 27, and also at paragraph 6.12 on page 42, the link to the Chichester Harbour Management Plan takes you to the previous version (2024-2025), please replace with the following link which directs you to the up-to-date Chichester Harbour Management Plan (2025-2030):-

<https://www.conservancy.co.uk/about-chichester-harbour-conservancy/our-purpose/management-plan/>

Policy CH-E1 04 Protection and enhancement of chalk streams – Point 2 states the provision of buffer zones of up to twenty metres in width should be provided alongside the chalk stream, but the supporting text confirms that the evidence from both the Environment Agency and Natural England shows that buffers of between ten and twenty metres are best – we therefore suggest that the policy states that the buffer should be between ten and twenty metres, otherwise developers will try to minimise the size and will quote the fact that the policy gives no minimum, to justify this.

Policy CH-DD 01 Landscape Gaps – We fully support the proposed designation of the gap under part a) of the policy (land between Nutbourne East and the Parish boundary towards Nutbourne). We also support the suggestion that the remainder of this gap is designated within

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49

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the Southbourne Parish – and will be trying to persuade Chichester District Council to allocate this gap within the Southbourne Allocation DPD, rather than waiting until the next iteration of the Southbourne Neighbourhood Plan (given that this may be some years away). It is so important that the boundaries of these gaps are precisely defined as soon as possible given the pressure that the A259 corridor is under for further development, and due to the failure of the Chichester Local Plan to precisely define them.

We reluctantly understand why the proposed landscape gap under part b) of the policy (land between development sites known as 'Land east of Broad Road' and 'Land west of Drift Lane') has had to be reduced to the area between these development sites rather than the whole gap following the very disappointing appeal decisions and despite the findings of the Council's Landscape Gap study (and the reality on the ground). It will be so important that this small gap between the proposed developments is retained and not gradually weakened or encroached by subsequent amendments to the proposed developments.

Policy CH-SS 01 Windfall and Rural Exception Sites – We feel that points b) and c) are not very clearly worded and are not sure how they would be interpreted. Point b) – 'within the continuity of existing buildings' – what does this mean? Point c) – 'as appropriate to location' – we are not sure what this means or adds to the sentence? Naturally we support the remainder of point c).

Appendix B: Scope of Policies – Protecting the Chichester Harbour National Landscape (AONB) from the impacts of new development – makes reference to Policy NE13 of the Chichester Local Plan – this should be NE14. Similarly, the policy on lighting is now NE22 not NE21, it would be a good idea to check all policy numbers to make sure they are correct.

Thank you again for the opportunity to input - I hope the above comments are helpful.

Yours sincerely,

Linda Park

**Principal Planning Officer
Chichester Harbour Conservancy**

All enquiries: planning@conservancy.co.uk

Tony Whitty
Planning Policy Divisional Manager
Chichester District Council
East Pallant House
Chichester
West Sussex
PO19 1TY



**CHICHESTER
HARBOUR
CONSERVANCY**

BY E-MAIL ONLY

15th July 2026

Dear Mr Whitty,

Publication of the proposed submission Southbourne Allocation Development Plan Document for consultation under Regulation 19 of the Town and Country Planning Regulations (Local Planning) (England) 2012

Thank you for the opportunity to comment on the proposed submission Southbourne Allocation Development Plan Document.

General comments

The proposed allocation location as set out under draft Policy SA1 – East of Southbourne - is the least harmful scenario of the options previously considered from the perspective of the setting of the Chichester Harbour National Landscape (CHNL) due to being limited to land north of the railway line, and therefore no objection is raised in principle, subject to careful design and thought being given to impacts on the setting of the CHNL, as set out in Local Plan Policy A13.

However, we are amazed that, despite the proposed huge increase to the size of Southbourne under this allocation, there is still no road bridge being proposed over the railway line. This seems very short-sighted and will be likely to cause traffic problems including congestion and the resulting noise and air pollution, which will impact the wider area including the nearby CHNL to the south, as well as resulting in an unsatisfactory environment for future occupiers of the development and negatively impacting the existing residents of Southbourne.

We are pleased that the Landscape Gap Assessment Update (September 2025) has been carried out to help confirm if the landscape gaps set out in the 2019 study remain relevant and to fulfill the requirements of Policies NE3 and A13 of the Local Plan to ensure that Southbourne's landscape gaps are retained. However, we have concerns relating to the limited extent that this is carried through into the draft DPD, which we believe would result in the DPD failing to meet the soundness tests set out in NPPF paragraph 36, namely it would not be justified as it would ignore much of the evidence regarding the landscape gaps around Southbourne including the Council's own recent Landscape Gaps Assessment Update. It would also not be consistent with National Policy (Chapter 15 of the NPPF which seeks to conserve and enhance the natural environment including the setting of Nationally protected Landscapes).

With regard to wastewater – the proposed development should not be allowed to proceed until the necessary upgrades to the capacity of Thornham Wastewater Treatment Works have been completed.

Landscape gap east of Southbourne

We support the inclusion of the precise boundaries of this landscape gap boundary within the DPD; but consider that the proposed gap should be increased westwards to include the land between the railway line and the A259 to the west of the gap shown, as this is undeveloped rural land which contributes to the separation of settlements and the rural setting of the CHNL, and remains vulnerable to development, as demonstrated by recent application 23/02114/FUL – which was refused on grounds including erosion of the perceived gap between settlements, demonstrating its importance as part of the landscape gap:-

Page 2 of 9
Application No.SB/23/02114/FUL

- 3) The proposal, by reason of its location, overdevelopment of the site and absence of lighting information, would erode the perceived gap between settlements, harm the rural character of the area and fail to demonstrate that it would not harm the dark night skies of the Chichester Harbour National Landscape (AONB) and South Downs National Park. This is in conflict with Policy 48 of the Chichester Local Plan 2014-2029, Policy 4 of the Southbourne Parish Neighbourhood Plan 2014 - 2019, Policy SB17 of the Southbourne Neighbourhood Plan (Referendum Modified) 2014-2019, NPPF and the first statutory purpose of the South Downs National Park.

Further reasons this area should be included in the landscape gap to the east of Southbourne include:

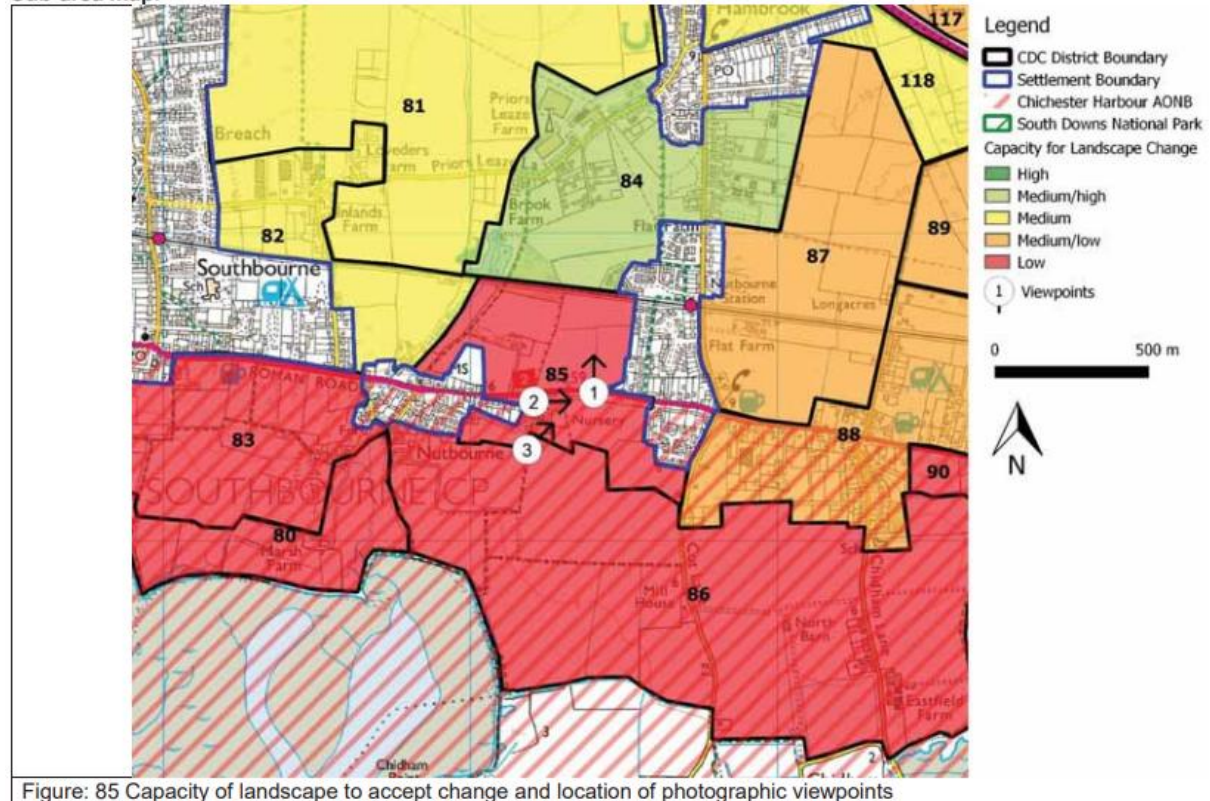
- The Chidham and Hambrook Neighbourhood Plan (CHNP) has suggested that this area be included in the Southbourne Parish as a Landscape Gap adjoining the gap proposed in the draft CHNP (only reason for it not being included in the draft CHNP is that it falls outside of that Parish), see area shaded beige below:-



Figure 15: Landscape gap between Nutbourne East and the Parish boundary

- The area forms part of Area 85 in the CDC Landscape Capacity Study update 2019 and shows as having medium/high visual sensitivity; medium/high landscape value; and low capacity for landscape change due to various factors including impact on the wider separation between Nutbourne West from Nutbourne East, see map below:-

Sub-area map:



Above: Extract from CDC Landscape Capacity Study March 2019

Landscape Gap west of Southbourne

We note the recent Landscape Gap Assessment Update for this DPD carried out in September 2025 and point out that the Hermitage and Southbourne Gap was also included in the Study and it was found that the rural quality and visual separation of the gap are still fully intact. Current application 25/03010/OUTEIA is proof of the ongoing vulnerability of this gap as a result of constant attempts to develop it with housing. Therefore, **please include this gap in the Southbourne Allocation DPD** (as per the 2025 updated map on page 11 of the Landscape Gap Assessment Update for the Southbourne Allocation DPD (September 2025)) to give this remaining small gap between settlements the protection it so desperately needs from further development.

Recent developments (e.g. Highgrove Farm Bosham) as well as approved developments in the pipeline (e.g. land East of Broad Road and land West of Drift Lane Chidham) have already eroded significant parts of the landscape gaps along the A259 corridor/Chichester Harbour National Landscape (NL) boundary, which is seriously compromising the rural setting of the NL. The remaining landscape gaps along the A259 corridor continue to be under intense pressure for development and without precise definition of the boundaries as soon as possible, there will still not be sufficient policy protection for these remaining areas, with Local Plan Policy on Landscape

Gaps (NE3) not being properly fulfilled. Safeguarding the remaining landscape gaps will be vital in avoiding coalescence and maintaining the separate identity of settlements, as well as safeguarding the rural setting of the Chichester Harbour National Landscape.

Local Plan Policy NE3 states that ***'the precise boundaries of landscape gaps will be defined in either a Site Allocation DPD or through Neighbourhood Plans.'***

This DPD is the opportunity to identify the landscape gaps on BOTH sides of Southbourne, given the failure of the Local Plan to define the boundaries of landscape gaps and the non-prospect of it happening through the Southbourne Neighbourhood Plan in time to safeguard these important gaps from further erosion. Failure to do so would in our view render the DPD unsound under the requirements of the NPPF.

Yours sincerely,

Linda Park

**Principal Planning Officer
Chichester Harbour Conservancy**

CHICHESTER HARBOUR CONSERVANCY

PLANNING COMMITTEE

7 SEPTEMBER 2026

NATIONAL PLANNING POLICY FRAMEWORK 2026

1.0 Background

- 1.1 The National Planning Policy Framework (NPPF) is the UK government's core planning rulebook for England that guides how local authorities make decisions on development and land use. It outlines national policies for housing, business, transport, and the natural environment. Local planning authorities use it to write their own local development plans. It is not a statutory law itself, but it acts as a powerful "material consideration" when councils judge planning applications.
- 1.2 On 17 August 2026, the Government published the latest revision of its NPPF. This version replaces the previous NPPF published in March 2012, revised in July 2018, February 2019, July 2021, September 2023, December 2023 and December 2024.
- 1.3 This paper focusses on the changes that affect protected landscapes.

2.0 Previous Policy: Conserving and Enhancing the Natural Environment (p54-55)

December 2024

189. Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and National Landscapes which have the highest status of protection in relation to these issues. The conservation and enhancement of wildlife and cultural heritage are also important considerations in these areas, and should be given great weight in National Parks and the Broads. The scale and extent of development within all these designated areas should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas.

190. When considering applications for development within National Parks, the Broads and National Landscapes, permission should be refused for major development[†] other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest. Consideration of such applications should include an assessment of:

- a) the need for the development, including in terms of any national considerations, and the impact of permitting it, or refusing it, upon the local economy;
- b) the cost of, and scope for, developing outside the designated area, or meeting the need for it in some other way; and
- c) any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which that could be moderated

[†] (67) For the purposes of paragraphs 190 and 191, whether a proposal is 'major development' is a matter for the decision maker, taking into account its nature, scale and setting, and whether it could have a significant adverse impact on the purposes for which the area has been designated or defined

3.0 Revised Policy: N4 Protected Landscapes (p90-91)

August 2026

N4: Protected Landscapes

1. Development proposals within Protected Landscapes should be limited in scale and extent and sensitively located and designed to avoid harm to the statutory purposes and special qualities of the Protected Landscape. Substantial weight should be placed on the importance of conserving and enhancing the natural beauty of these areas, and to conserving and enhancing wildlife and cultural heritage in National Parks and the Broads.
2. Proposals for major development* within Protected Landscapes should be refused other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest. To inform a decision about whether exceptional circumstances exist, consideration of such proposals should include an assessment of:
 - a. The need for the development, including in terms of any national considerations such as maintaining a sufficient supply of minerals, and the impact of permitting it, or refusing it, upon the local economy;
 - b. The cost of, and scope for, developing outside the Protected Landscape, or meeting the need for the development in some other way; and
 - c. Any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which it could be moderated.
3. Where, exceptionally, proposals for major development are approved within Protected Landscapes, steps should be taken to mitigate potential adverse impacts on their special qualities and statutory purposes**, including on features such as tranquillity and dark skies.
4. Development proposals within the setting of Protected Landscapes should be sensitively located and designed to avoid or minimise adverse impacts on the Protected Landscape.

* (59) For the purpose of this policy and policy N5 only, whether a proposal is 'major development' is a matter for the decision-maker, taking into account its nature, scale and setting, and whether it could have a significant adverse impact on the statutory purposes for which the area has been designated or defined.

** (60) Where significant harm cannot be mitigated, it may be appropriate to consider whether suitable compensation would be acceptable.

4.0 Points to Note

- 4.1 "Great weight" has changed to "substantial weight." This is a disappointing change that risks weakening long-established wording for the protection of England's protected landscapes. The reference to Protected Landscapes having the highest status of protection in relation to landscape and scenic beauty has been taken out, which is also disappointing (although this does not mean that it is no longer true) and the term 'landscape and scenic beauty' has been replaced with 'natural beauty', which is a more positive change which aligns better with the statutory purpose of Protected Landscapes.
- 4.2 The revisions to proposals for major developments add new guidance around mitigation. The acknowledgement of the importance of the setting of Protected Landscapes has moved from the end of paragraph 189 to point 4.
- 4.3 The NPPF introduces the possibility of compensation where significant harm cannot be mitigated. Whilst this is not explained in the NPPF, further details may follow in a revised National Planning Policy Guidance (NPPG) in due course.

5.0 Revised Policy: Achieving Sustainable Development (p23-27)

August 2026

National decision-making policies –

S3: Presumption in favour of sustainable development

1. Decisions on development proposals should apply a presumption in favour of sustainable development. This means:

- a. Policy S4 in this Framework should be applied when considering development proposals within settlements;
- b. Outside settlements, policy S5 should be applied; and
- c. In all locations, development proposals that accord with both an up-to-date development plan and the decision-making policies in this Framework should be approved without delay.

S4: Principle of development within settlements

1. Development proposals within settlements 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.

2. In applying policy S4, the circumstances in which the benefits of approving development are likely to be substantially outweighed by adverse effects include (but are not restricted to) situations where the development proposal would:

- a. Have a substantial adverse impact in relation to:
 - i. The allocation or safeguarding of land or buildings for particular uses in the development plan, unless there is no reasonable prospect of an application coming forward for the allocated use, or there is evidence that the safeguarding is no longer appropriate; or
 - ii. The application of the policies in this Framework for existing recreational land and facilities (HC7), Local Green Space (HC8), areas of particular importance for biodiversity and geodiversity (N6), Protected Landscapes (N4) and development within residential curtilages (L2(1)(d)).
- b. Involve the whole or partial loss of undeveloped land which is used for a cemetery or burial ground; or for water storage and/or flood risk management (unless suitable compensatory provision is made that does not increase the risk of flooding either on or off-site); or
- c. Fail to comply with one of the national decision-making policies which state that development proposals should be refused in specific circumstances.

S5: Principle of development outside settlements

1. 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:

- a. Development for: agriculture, horticulture and forestry; outdoor sport and recreation; allotments; cemeteries and burial grounds; mineral extraction and processing; engineering operations and infrastructure (including for transport, energy, water and telecommunications); roadside facilities in accordance with policy TR5; national defence and security; or which is solely for nature conservation, restoration and/or enhancement;

- b. Development for rural businesses and services, including tourism, where a location outside settlements is shown to be necessary;
- c. The reuse, extension, alteration or replacement of an existing building, provided that the existing building is of permanent and substantial construction, is lawful in planning terms, and any extension or alteration will not result in a disproportionate increase in size compared to the existing building+. In the case of proposals for a replacement building, it should be for the same use and not disproportionately larger than the one it replaces;
- d. The redevelopment of previously developed land (including a material change of use to residential or mixed-use including residential);
- e. Limited infilling within groups of houses;
- f. An exception site as provided for in policy HO10, or development brought forward under a Community Right to Build Order or Neighbourhood Development Order;
- g. Development which would address an evidenced unmet need for gypsy, traveller or travelling showpeople accommodation++, provided it meets the criteria in policy HO12;
- h. Residential and mixed-use development which would:
 - i. Be within reasonable walking distance of a well-connected station (applying the definitions in the glossary at Annex B);
 - ii. Be physically well-related to the station or the settlement within which the station is located;
 - iii. Be of a scale which can be accommodated taking into account the existing or proposed availability of infrastructure; and
 - iv. Not prejudice any proposals for long-term comprehensive development in the same location.
- i. The development of land allocated for that purpose in the development plan (where this lies outside settlements); and
- j. Development which would address an evidenced unmet need (including, but not limited to, development proposals involving the provision of housing where the local planning authority cannot demonstrate a five year supply of deliverable housing sites or scores below 75% in the most recent Housing Delivery Test+++), and where the development would:
 - i. Be physically well-related to an existing settlement++++ (unless the nature of the development would make this inappropriate) and be of a scale which can be accommodated taking into account the existing or proposed availability of infrastructure; or
 - ii. Comprise major development for freight and logistics purposes which accords with policy E3.

2. In applying this policy, the circumstances in which the benefits of approving development proposals are likely to be substantially outweighed by adverse effects include, but are not restricted to, situations where the development proposal would fail to comply with one of the national decision-making policies which state that development proposals should be refused in specific circumstances.

3. Development proposals comprising isolated homes, which are those lying outside settlements or groups of houses, should not be approved other than in accordance with policy HO11.

4. Development proposals which do not fall within one of the categories set out in this policy should only be approved in exceptional circumstances, where the benefits of the proposal would substantially outweigh the adverse effects, including to the character of the countryside and in relation to promoting sustainable patterns of movement.

5. This policy does not apply to development proposals in the Green Belt or on land designated as Local Green Space, which should instead be determined in accordance with policies HC8, GB6, GB7 and/or GB8 (as appropriate). However, where

development would not be inappropriate in these locations (through the application of policies HC8 and GB7), proposals 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, and applying paragraph 2 of this policy.

+ (25) The existing building is to be assessed as the property as existing on the date of the publication of this Framework.

++ (26) Including (but not limited to) where the relevant local planning authority cannot demonstrate a five year supply of deliverable sites as set out in policy HO3(1)(a) or (b).

+++ (27) See Annex D: Housing calculations and supply.

++++ (28) Where a development proposal is located outside a settlement, and separated from the existing built-up area by virtue of being beyond the outside edge of an allocated site that has yet to be fully developed, consideration should be given to whether the proposal is in a suitable location should the allocated development not proceed.

7.0 Points to note

7.1 Policy S4 ('Principle of development within settlements') retains the explicit protection for National Landscapes by including them as an example of where a 'substantial adverse impact' may apply (similar to footnote 7 on page 6 of the 2024 NPPF).

7.2 However, Policy S5 ('Principle of development outside settlements') introduces a new long list of types of development that 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'. This is then qualified in point 2 of Policy S5, by stating that 'in applying this policy, the circumstances in which the benefits of approving development proposals are likely to be substantially outweighed by adverse effects include, but are not restricted to, situations where the development proposal would fail to comply with one of the national decision-making policies which state that development proposals should be refused in specific circumstances.'

7.3 This may therefore be argued to only apply to major development, as referenced in Policy N4 ('Protected Landscapes'), meaning that housing and other developments which are considered to be less than 'major' may be regarded as acceptable in principle outside settlements within Protected Landscapes. This less explicit protection for National Landscapes compared with paragraph 11 and footnote 7 of the NPPF 2024 is of serious concern and may demand a tougher test to demonstrate that harm would be caused to a Protected Landscape. Time will tell whether Policy N4 itself will be sufficient, but this weakening of the principle test is a worrying change.

8.0 Statutory Consultee Status

8.1 Chichester Harbour Conservancy requested to become a Statutory Consultee, and this was also advocated by the National Landscapes Association. However, the change was not forthcoming.

9.0 Recommendation

9.1 Members are advised to note the revised NPPF.

RICHARD AUSTIN
Director of Conservation

LINDA PARK
National Landscape Planning Officer

Appeal Decision

Hearing held on 27 January 2026

Site visit made on 27 January 2026

by A Owen MA BA(Hons) MRTPI

an Inspector appointed by the Secretary of State

Decision date: 27 February 2026

Appeal Ref: APP/L3815/W/25/3372880

Land East of Inlands Road and South of railway line, Inlands Road, Nutbourne, West Sussex PO18 8RJ

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a refusal to grant outline planning permission.
- The appeal is made by Metis Homes Ltd against the decision of Chichester District Council.
- The application Ref is 24/01161/OUTEIA.
- The development proposed is up to 49 dwellings; provision of open space and sustainable drainage.

Decision

1. The appeal is allowed and outline planning permission is granted for up to 49 dwellings; provision of open space and sustainable drainage at Land East of Inlands Road and South of railway line, Inlands Road, Nutbourne, West Sussex, PO18 8RJ in accordance with the terms of the application, Ref 24/01161/OUTEIA, subject to the conditions in the attached schedule.

Application for costs

2. An application for costs was made by Metis Homes Ltd against Chichester District Council. That application is subject of a separate Decision.

Preliminary Matters

3. The application was made in outline form with matters of access to be determined at this stage and all other matters reserved for later consideration. I have considered the appeal on the same basis. As such, any details on the drawings relating to matters of scale, layout, appearance or landscaping are considered illustratively only.
4. Since the Council's decision on the application, they have adopted a new Local Plan (August 2025). As such, the policies referred to in the decision letter have no bearing on the appeal. From the evidence, the most relevant policies in the new Local Plan seem to be S1, S2, H1, H2, A13, NE17, T1 and T2. I have also taken into account the policies of the Southbourne Modified Neighbourhood Plan (2023) (SMNP) and the contents of the emerging Southbourne Allocations Development Plan Document (DPD).
5. A Unilateral Undertaking was submitted shortly after the Hearing closed. This purports to secure affordable housing and the provision of open space on the site, works to achieve nutrient neutrality, contributions towards works to the highway network and mitigation for the effect on the Chichester and Langstone Harbours Special Protection Area (SPA) & Ramsar site. I return to this later.

Main Issues

6. In addition to the reasons for refusal set out on the decision notice, the Council consider the development would conflict with policy A13 of the new Local Plan. The main issues therefore are:
- i) the effect of the proposal on highway safety with respect to the increased use of Inlands Road;
 - ii) the effect of the proposal on public safety with respect to the increased use of the Inlands Road level crossing; and
 - iii) whether the proposal would prejudice the delivery of wider infrastructure.

Reasons

Highway safety

7. Inlands Road leads from the busy A259 at its southern end to the countryside north of Southbourne. There is housing almost continuously on its western side from the A259 to the junction with Cooks Lane, and on its eastern side from the A259 to the appeal site. There is a pavement from the railway crossing to the A259, mainly on the western side of Inlands Road, but with a small section on its eastern side close to its southern end. There is a dropped kerb and tactile paving here to allow pedestrians access from one side of the road to the other. North of the railway crossing, there is no pavement or street lighting and the carriageway width varies.
8. The Council's evidence shows that, from measurements taken, the minimum width of Inlands Road is 4.7m, and the appellant does not dispute this, though there is reference in earlier correspondence to a minimum distance of 4.2m being measured. The Council suggest that, to accommodate traffic generated by the development, the road should be 5.5m wide as this is the minimum width identified in Manual for Streets for two lorries to pass each other. Manual for Streets also shows that the minimum width for two cars to pass each other is 4.1m and that for a car and a lorry to pass it is 4.8m.
9. The tracking diagrams in the Council's highways appeal statement show that along most of Inlands Road south of the site, there would be conflict between large cars and a rigid lorry. However, the dimensions given at the bottom of the diagram show a car to be 1.8m wide and a lorry to be 2.5m wide. In practice, vehicles do not hug the kerbs precisely and a gap between passing vehicles would be necessary. Nonetheless, given these dimensions, I consider that any conflict between these types of vehicles would be minimal.
10. Moreover, given the residential nature of the area, the likelihood of two lorries having to pass each other would be rare, and even if that were to occur, there are places along Inlands Road, such as outside Sliema, where that would most likely be possible. In any case, I would not anticipate that the development would materially increase the likelihood of that situation arising.
11. Inlands Road is not a completely straight road as there is a noticeable kink in it by Haley. However, visibility through this change in alignment, and along the road in both directions from here, is good and so I see no reason why the advice in Manual for Streets should not be applicable. Also, although I note the photos in the Council's statement showing evidence of vehicles overrunning the kerb, and

residents have provided photos of cars parked on the kerb and lorries passing, I see no reason why this would be a common occurrence given the residential character of the street and the modest number of dwellings it would serve.

12. On-street parking on Inlands Road is minimal as most houses have off-street parking provision and the four houses in the Priors Orchard development which face Inlands Road all have off street parking within that development. It is understood that double yellow lines, secured by a Traffic Regulation Order (TRO), would be sought to prevent parking opposite the access to the site and maintain visibility. Though the outcome of this TRO could not be guaranteed, it is reasonable to consider that it would be implemented given there is readily available alternative parking for local residents and other users, even if that is elsewhere along Inlands Road. Furthermore, a planning condition could be attached to ensure the development is not occupied until a TRO is confirmed. The effective width of this part of Inlands Road would therefore not be unsafe.
13. Overall, I consider the road would be wide enough to serve the development and the traffic it would generate, such that the safety of all road users would not be compromised.
14. With regard to the pedestrian and cycling environment, residents travelling from the site northwards on Inlands Road and then along Cooks Lane towards the centre of Southbourne would need to walk or cycle along narrow roads with no separate pavement or street lighting. However, as shown on the map in the Council's highways appeal statement, the majority of the facilities in Southbourne are south of the railway lines. Of particular note, is the fact that the distances from the site to the Tesco convenience store north of the railway line and the similarly sized Co-op store south of the railway line, are almost the same. For facilities such as Bourne Community College and Leisure Centre, which are north of the railway line, the shortest route would be via Cooks Lane. However the alternative route via the Stein Road crossing is only 400m longer and still within the preferred maximum distance for walking to a secondary school. I have also considered that it is likely that for many of the existing properties in Priors Orchard, and most of those on Inlands Road, the shortest route to the leisure centre and secondary school is currently via Cooks Lane and yet there have been no accidents reported within the most recent 5 year period (2020- 2024).
15. For pedestrians travelling southwards, the pavement is continuous, excepting a small section at the southern end of Inlands Road. I recognise that the car showroom on the corner of Inlands Road and the A259, and the dwelling behind it, restrict visibility around this junction and necessitate pedestrians to cross from one side of Inlands Road to the other. But, from my site visit, I do not consider this to be unsafe given its distance from the junction. In any case, it may be more convenient for pedestrians wishing to go west along the A259 to go through Priors Orchard opposite the site instead.
16. In summary, although there is no continuous pavement along Inlands Road, there are safe and convenient alternative pedestrian routes which would ensure that access to and from the site by its future occupiers would be safe.
17. With regard to traffic volumes, both parties provided slightly differing data regarding the existing traffic on Inlands Road. But both show daily traffic to be around 1600 vehicles. In terms of traffic likely to be generated by the development, the appellant

estimates around 226 trips daily, whereas the Councils corresponding figure is 251. In terms of the peak hours, the parties only differ in respect of the evening peak, where the Council estimate seven more trips. Obviously any increase in hourly or daily trips, when extrapolated for a whole year, would result in many thousands more trips. However, as a proportion, the increase in traffic on Inlands Road likely to result from the proposal would be around 15%. The appellant's evidence shows that the Inlands Road/A259 junction would continue to operate satisfactorily with this increase in traffic, plus other committed developments, and the Council do not dispute that.

18. The appellant's original Transport Statement considered that all traffic generated by the development would travel south from the site, rather than north. As set out above, there are a number of services and facilities that would be more directly accessed by traveling north, such as the Tesco convenience store, the College and the Leisure Centre. On the other hand, the Co-op convenience store, Southbourne Infant and Junior school and a surgery are more readily accessible from the south. In addition, though there is a small industrial estate on Clovelly Road to the north, the most accessible way to other towns with more employment opportunities, would be by using the A259 to the south, though I do understand that on occasion local residents use the back lanes instead of the A259 to get to other towns if traffic is bad. Overall, it would be reasonable to assume a proportion of traffic would go northwards from the site.
19. The appellant's Highways Statement of Case suggests 13% of traffic would go north. But this is based on the traffic distribution used for assessments for other sites nearby but not accessed from Inlands Road. Indeed, it was initially used to assess the distribution of traffic east and west on the A259 from the Inlands Road junction, so is not a useful guide for the appeal site. The Council suggest that around 50% of all movements go north. But this would include through traffic, for example drivers using Inlands Road to cross the railway lines rather than Stein Road, so also may not be truly reflective of likely distribution of traffic from dwellings on Inlands Road. Whichever figure is more accurate, the Council have not suggested that junctions north of the site, such as with Cooks Lane, would fail to operate satisfactorily with an increase in traffic.
20. There are concerns locally in respect of the ability of Inlands Road to accommodate additional volumes of traffic, and my attention was drawn to a previous comment from the highways authority that Inlands Road would not be suitable to accommodate any additional levels of development. However, this was in relation to a larger scale development of 800 homes, as clarified by the highways authority's update provided to the planning committee meeting in June 2025. In addition, although I understand the development at Priors Orchard was deliberately designed so as to not have access onto Inlands Road, that scheme is significantly larger than the proposal before me and has secured improvements to Inlands Road that the current proposal can benefit from.
21. In summary, the development would lead to an increase in traffic on Inlands Road in both directions. However I do not consider that this would be unacceptably harmful to highway safety. Overall, the proposal would accord with Local Plan policy T2 which require development to provide safe access to the highway for all users.

Level crossing

22. The site abuts railway lines to the north and these lines cross Inlands Road at a level crossing where there is an automatic half barrier. As the name would suggest, the barrier is automated, not monitored, and it only covers the carriageway for traffic approaching it. It is liable to be misused, and evidence from Network Rail, over a nine day survey period in 2015, was that there were 267 misuses. I also heard first hand at the hearing, of incidences of the crossing being misused and it is recognised that, as set out above, the most direct route to the College from nearby dwellings would be over this crossing.
23. Network Rail carried out a risk assessment of the level crossing in 2024. This took into account a number of factors including the usage of the railway line in terms of number, speed and type of trains; use of the crossing in terms of number of vehicles, pedestrians, and cyclists; and the condition of the approaches such as their alignment, orientation and vegetation as well as any historic incidents at the crossing such as barrier or signalling failure. Having assessed this, Network Rail categorise the crossing as E3, with E representing the risk per traverse (on a scale from A to L with A being the highest risk), and 3 representing the collective risk (on a scale from 1 to 12 with 1 being the highest risk). When represented as a Fatalities and Weighted Injuries (FWI) risk, the crossing scores 0.00633¹.
24. The effect of the development would be to increase the number of people using the crossing and therefore increase the collective risk. On the basis that all pedestrian, cycle and vehicular movements generated by the development would utilise the crossing, which in practise is unlikely, Network Rail assess that the FWI score would rise to 0.00637. This is an increase of 0.00004. It would not result in any change to the categorisation of the crossing as E3. Clearly there would be an increase in the risk at the crossing, but the increase, in this case, appears to be minimal. Even if the development facilitates a pedestrian and cycling route from the Harris Scrapyard site through the appeal site, it is unlikely that the use of the crossing would increase materially, given the greater distance that site would be from the amenities in Southbourne which may dissuade walking or cycling.
25. The appellant has drawn my attention to a number of other allowed appeals which addressed issues of safety at railway crossings, albeit at different locations nationwide. Though there will be a range of factors that are accounted for in the assessments and scoring, it is not unreasonable to draw comparisons in terms of how risk is assessed and how an increase in risk is considered. In the Tackley and Formby decisions, the crossings were categorised as being D3 and C2, with FWI scores, post development, of 0.00857 and 0.01016. This demonstrates that these other crossings would be more dangerous than that at Inlands Road. In the Tewkesbury case, the crossing was pedestrian only, but categorised as C3 and the increase in FWI was 0.00569, which is a far greater increase than in this current case. It is also the case that in all these other appeals, the developments involved a greater number of houses than in the scheme before me. In all of these cases, the Inspector found that the increase in risk at the crossing would not result in an unacceptable risk to safety. My view on the current appeal is consistent with this.

¹ Rounded to 5 decimal points

26. Overall, the development would not conflict with policy T2 which requires new development to contribute towards a safe, sustainable, connected and accessible transport network.

Wider infrastructure

27. Policy A13 confirms that, excluding permissions that have already been granted, land for a further 800 homes² will be allocated within the Southbourne Broad Location for Development (BLD) through the Southbourne Allocations Development Plan Document (DPD) along with employment and community uses, to be masterplanned as a whole.
28. The Council are currently in the process of producing the DPD and a Regulation 18 version of this was subject of consultation in 2024. This proposed three scenarios for growth in Southbourne; land to the west, land to the east and a mixed scenario. The appeal site would be on land covered by the east scenario. The drawings in the DPD indicate that in this scenario a multi-modal bridge would be provided over the railway lines at a point that would be roughly at the eastern end of the site.
29. It is understood that development on the east side of Southbourne is the favoured option and that this will most likely be published in a Regulation 19 consultation in April 2026. Nonetheless, given the stage at which the DPD is currently at, it can be given only limited weight at present.
30. Notwithstanding that, policy A13 confirms that the definition of its boundaries and extent, as well as detailed guidance for development, will be provided through the making of allocations in the DPD. As the boundary and extent of the BLD is already shown, this must apply to the boundaries and extent of the allocations to provide the 800 units. However 17 principles are then set out for development in the broad location. In my view, these principles would largely be applicable to any development in the whole of the BLD whether or not on an allocated site. More detailed guidance for the specific allocations would come forward in the DPD.
31. However, of these 17 principles, number 5 states that development will need to ensure that masterplanning and infrastructure provision addresses severance caused by the railway line within the village generally. Similarly, the last part of the policy identifies that piecemeal or unplanned development proposals which are likely to prejudice the delivery of required infrastructure will not be permitted. Clearly, at the current time the masterplanning is at an early stage and the required infrastructure, which would stem from that, is unknown. These aspects would therefore be more appropriately considered once the DPD has been adopted.
32. Furthermore, as the position of the allocation is yet to be established it would be premature to consider that the development proposed should be deducted from the 800 homes identified in A13. For instance, if the DPD were to allocate land west of Southbourne for development, I see no reason why that allocation could not remain to be for 800 units, with the appeal development considered as a windfall site, particularly as all housing figures are minimums. That being the case, it follows that it would not prejudice the delivery of any future infrastructure required either financially in terms of contributions to the funding of infrastructure, or spatially in terms of occupying land that could be used to provide infrastructure. Indeed, the draft DPD states that land has been safeguarded for a multimodal bridge to the

² Totalling the 1050 homes set out for Southbourne in Local Plan policy H2

west of Southbourne and I understand that there is land at Priors Orchard which has been safeguarded for a pedestrian footbridge, both of which could reduce or negate the need for a bridge to the east.

33. Even if I were to consider that the proposal should comprise part of the provision of 800 homes, and hence the adopted DPD allocation could be reduced to around 750 dwellings, there is no evidence to demonstrate that a smaller allocated quantum of development would necessarily prejudice the provision of infrastructure across the railway lines. It is unknown at this stage as to whether the required crossings would be pedestrian only or a multimodal bridge, hence there are no indications of cost, and so it is not possible to consider what may or may not be viable.
34. As such, I could not consider that the proposal would be likely to prejudice the delivery of infrastructure, and therefore there would be no conflict with policy A13, or T1 which requires development to contribute to necessary infrastructure.

Other Matters

Wastewater Treatment capacity

35. The appeal site falls within the catchment of the Thornham Wastewater Treatment Works (WwTW). There would need to be sufficient capacity within the WwTW to serve the development.
36. At the time of the determination of the application, the officer's report showed that the headroom capacity of the WwTW would be 1027 dwellings, using a three year average of dry weather flow, until improvement works are delivered in 2030. The data available at that time showed that there were future commitments within the catchment amounting to 1011 dwellings of which 950 were likely to be delivered before 2030. This equated to a capacity of 77 units.
37. At the hearing the Council provided an update that showed the total commitments now totalled 1016; an increase of five units. The data doesn't show how many of these would come forward before 2030, but even if all five did, the capacity would only fall to 72 units, as there is no reason to consider the 61 units previously expected to come forward after 2030 would now be likely to come forward before then. Therefore the headroom capacity is sufficient to accommodate the 49 dwellings proposed.
38. There would therefore be no conflict with policy NE17 of the Local Plan which aims to ensure that development is phased to align with the delivery and operation of new or improved wastewater infrastructure, and SMNP policy SB20 which broadly seeks the same.
39. On this basis there would be no need for any Grampian condition preventing the occupation of the dwellings until after the improvement works to Thornham have been completed. However, to provide further confidence, a condition limiting the water consumption at the development to 110 litres per person per day, instead of the 150l/pp/d Southern Water assume, would be necessary.

Unilateral undertaking

40. Local Plan policy H4 requires, in respect of this site, that 30% of the housing should be affordable. This would amount to 14.7 units. The unilateral undertaking (UU)

would secure the provision of 14 affordable homes including first homes, shared ownership, affordable rental units and social rented units. The remaining 0.7 would either be paid as a commuted sum for provision off site, or would be rounded up to a whole unit and an additional affordable rented unit would be provided on site. Either option would accord with the policy.

41. The site is around 0.4km from the Chichester and Langstone Harbours Special Protection Area (SPA) & Ramsar site. These are large, sheltered estuarine basins comprising extensive mud and sand flats exposed at low tide. The qualifying features include large numbers of breeding and over-wintering wildfowl and waders and also a wide range of coastal and transitional habitats supporting important plant and animal communities. They are susceptible to disturbance from recreational activities. Therefore the introduction of 49 homes and their occupants could increase recreational pressures on the SPA which would be likely to cause a significant adverse effect on the integrity of this European site.
42. Natural England have confirmed that they have no objection to the scheme if a financial contribution to the Solent Recreation Mitigation Strategy, known as Bird Aware Solent, is secured. The UU includes an obligation to pay contributions, calculated on the size of each dwelling, to be paid as mitigation and spent on projects set out in the Bird Aware Solent Strategy such as public engagement. As such, I am satisfied that the necessary mitigation has been secured and therefore the development would not be likely to have an adverse impact on the integrity of this habitat site. The proposal would hence accord with Local Plan policy NE5 which requires that development ensures the protection of such sites and biodiversity.
43. The UU sets out that land totalling 1.18ha at Common Road, between Funtington and Racton, will be taken out of agricultural use permanently, be converted to semi-natural habitat and planted with wildflowers, grasses and scrub trees. This would remove 29.23kg of total Nitrogen per year from the land. This would offset the 29.01kg of Nitrogen per year calculated to be generated by the development. It is anticipated that by the time the development is occupied, in around four years' time, any remaining nutrients in the land will have leached away and a condition can be imposed to ensure this. The mitigation therefore would reflect Local Plan policy NE20 which requires development to be nutrient neutral for its lifetime. In addition, this land, as well as measures on the appeal site, would form part of the Biodiversity Net Gain (BNG) provision. The Council are content that the statutory 10% BNG in both habitat and hedgerow units could be achieved and I have no reason to consider otherwise. The development, for this reason also, would accord with policy NE5
44. There is an obligation to provide contributions towards highway improvements to the A27 Chichester Bypass which broadly reflects that set out in the 'Planning Obligations & Affordable Housing' Supplementary Planning Document (2016). There is also a commitment to provide the works to create a pedestrian access and linkages to the existing pedestrian networks at the site entrance, and to provide a Travel Plan.
45. The UU includes an obligation to provide 415m² of open space land on the site and an area of ecological enhancement land on its boundaries. This would reflect Local Plan policy P5 which expects development to provide open space and landscaping.

46. Overall, all the obligations would be directly related to the development, are fairly and reasonably related in scale and kind and are necessary to make the development acceptable in planning terms. They would therefore accord with Regulation 122 of the Community Infrastructure Levy Regulations, and I have taken them into account in my decision. CIL payments could be used to contribute to any other necessary infrastructure.

Other considerations

47. Some time at the hearing was spent discussing the Council's current supply of housing land. However as I find the proposal acceptable, I need not consider that issue as, even if I were to agree with the Council that they do have a five years supply, it would be a neutral consideration and so has no determinative effect.
48. It is noted that the site is outside the settlement boundary identified in policy SB1 of the Southbourne Modified Neighbourhood Plan, and referred to in policy S2 of the Local Plan. However policy A13 recognises that the boundary may need to be changed to accommodate future growth and therefore the conflict with SB1 carries little weight.

Conditions

49. I have considered the conditions agreed by the parties. In places I have slightly altered the wording so that they better reflect the advice in the Planning Practice Guidance. In particular, in some instances, I have removed the tailpieces, which allow for details to be varied with the agreement of the Council, as this would undermine the preciseness of the condition. I have also reordered the conditions to be in a more logical order.
50. Conditions relating to the submission of reserved matters, the commencement of the development and the approved plans are imposed in the interests of certainty.
51. A number of conditions relate to biodiversity including those requiring a Biodiversity Gain Plan, a Habitat Management and Monitoring Plan, an Ecological Enhancement Plan, mitigation strategies for Dormice and Bats, compliance with the Reptile Survey report and to ensure general ecological protection during construction. These are all necessary in the interest of protecting and enhancing biodiversity.
52. Conditions relating to sustainable drainage, and requiring compliance with the Flood Risk Assessment, are imposed in the interests of ensuring the development does not result in flooding on site, or to neighbouring land. Two conditions relating to the north boundary treatment and acoustics are necessary to mitigate the effect of the operation of the railway on future residents.
53. A condition is attached requiring details of levels to ensure the character and appearance of the area is maintained. Conditions relating to hours of construction, a Construction and Environmental Management Plan, and relating to contamination are imposed to ensure the amenity of nearby occupiers, and future occupiers of the site, is protected.
54. One condition is imposed to ensure sustainable and efficient construction practises are employed, and a condition limiting water usage is added for similar efficiency reasons. A condition relating to the construction of the access is attached in order to ensure the site can be accessed safely and for the same reason I have included

the suggested condition relating to the implementation of a Traffic Regulation Order. A condition is imposed in the interest of fire safety.

55. I have not imposed suggested condition 7 as that duplicates the statutory requirements under paragraph 13 of Schedule 7A of the Town and Country Planning Act 1990.

Conclusion

56. The proposal would accord with the development plan taken as a whole and there are no other material considerations that indicate a decision other than in accordance with the development plan. Therefore, for the reasons given above, the appeal should be allowed.

Andrew Owen

INSPECTOR

Schedule of Conditions

- 1) Details of the access (pedestrian and cycle to the east only), appearance, landscaping, layout, and scale ("the reserved matters") shall be submitted to and approved in writing by the local planning authority before any development takes place and the development shall be carried out as approved.
- 2) Application for approval of the reserved matters shall be made to the local planning authority not later than two years from the date of this permission.
- 3) The development hereby permitted shall take place not later than two years from the date of approval of the last of the reserved matters to be approved.
- 4) The development hereby permitted shall be carried out in accordance with drawing nos. 01293B_PP01 Rev P01 and 110.0011-0001 Rev P01.
- 5) The details of the reserved matters to be submitted pursuant to condition 1 shall be substantially in accordance with parameter drawing nos. 01293B_PP02 Rev P02, 01293B_PP03 Rev P03, 01293B_PP04 Rev P02, 01293B_PP05 Rev P03 and 01293B_PP06 Rev P02. All heights and Use Class area figures indicated on the parameter plans shall be considered as maxima.
- 6) The development hereby permitted shall not be first occupied until four years from the date of cessation of agricultural use at land North of Common Road, Racton, Chichester (the Nitrate Mitigation Land) in accordance with the Nitrate Report, the date of which to be first agreed in writing by the local planning authority through submission of details verifying the date of cessation.
- 7) The Biodiversity Gain Plan shall be prepared in accordance with Biodiversity Metric dated 14.12.2023 completed by Ben Cooke and with the Post Development UK Habitats Plan Rev A dated 16 January 2025 (within the Biodiversity Net Gain report dated January 2025 prepared by Tetra Tech).
- 8) Prior to the commencement of the development hereby permitted, a Habitat Management and Monitoring Plan (HMMP) shall be submitted to and approved in writing by the local planning authority. The HMMP shall accord with the Biodiversity Gain Plan and include:
 - i. a non-technical summary;
 - ii. the roles and responsibilities of the management company or other organisation delivering the HMMP;
 - iii. 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; and
 - iv. the management and maintenance measures to maintain habitat in accordance with the approved Biodiversity Gain Plan for a period of 30 years from the first occupation of the development.

The created and/or enhanced habitat specified in the approved HMMP shall thereafter be managed and maintained in accordance with the approved HMMP. Any trees or plants which are removed, die or become seriously damaged or defective, shall be replaced as soon as is reasonably practicable

with others of the same species, size and number as those that are removed, damaged or die.

- 9) Prior to the first occupation of the development hereby permitted, a completion report demonstrating that the completed habitat enhancements have been planted in accordance with the details set out in the approved Habitat Management and Monitoring Plan and Biodiversity Gain Plan, shall be submitted to and approved in writing by the local planning authority.
- 10) Prior to commencement of works above slab level, an Ecological Enhancement Plan shall be submitted and approved in writing by the local planning authority. The plan should include (but be not restricted to):
 - i. any removed trees should be replaced at a ratio of 2:1;
 - ii. wildflower meadow planting;
 - iii. filling any gaps in tree lines or hedgerows with native species;
 - iv. bat bricks/tiles integrated into the buildings onsite facing south/south westerly positioned 3- 5m above ground;
 - v. bird box installed on the buildings/and or trees within the gardens of the properties;
 - vi. swift brick installed within each property;
 - vii. grassland areas managed to benefit reptiles;
 - viii. log piles; and
 - ix. gaps at the bottom of the fences to allow movement of small mammals across the site and hedgehog nesting boxes.

The development shall thereafter be implemented and maintained in accordance with the approved details.

- 11) As part of any reserved matters application pursuant to this permission, a Dormice Mitigation Strategy including a program for its implementation shall be submitted to and approved in writing by the local planning authority. Thereafter the development shall be implemented fully in accordance with the approved strategy.
- 12) As part of any reserved matters application pursuant to this permission, a Bat Mitigation Strategy including a lighting plan, construction environment management plan and post construction management plan for the site, along with a program for its implementation shall be submitted to and approved in writing by the local planning authority. Thereafter the development shall be implemented fully in accordance with the approved strategy.
- 13) The development shall be carried out strictly in accordance with the method of works and mitigation measures detailed in the recommendations section of the submitted Reptile Survey Report dated December 2023 produced by Tetra Tech.
- 14) During construction of the development hereby permitted, the following ecological protection measures shall apply:
 - i. no works to the trees or vegetation clearance on the site shall be undertaken within the bird breeding season (1st March - 1st October) unless otherwise agreed in writing by the local planning authority;

- ii. any brush piles, compost and debris piles on site which could provide shelter areas and hibernation potential for hedgehogs shall only be removed outside of the hibernation period (mid-October to mid-March inclusive). These piles must undergo soft demolition. If any small mammals including hedgehogs are found, relocation away from the construction area into surrounding suitable habitats shall be undertaken; and
 - iii. prior to vegetation clearance, the site shall be assessed by a suitably qualified ecologist before any works take place (within 24 hours of any work).
- 15) As part of any reserved matters application pursuant to this permission, details of the proposed overall site wide surface water drainage scheme shall be submitted to and approved in writing by the local planning authority. The design should follow the hierarchy of preference for different types of surface water drainage disposal as set out in Approved Document H of the Building Regulations and the SUDS Manual produced by CIRIA. Winter ground water monitoring to establish highest annual ground water levels and Percolation testing to BRE 365, or similar, will be required to support the design of any infiltration drainage. The surface water drainage scheme shall be implemented as approved.
- 16) Prior to the development being brought into first use, a survey and report from an independent surveyor to demonstrate that the surface water drainage system has been constructed in accordance with the approved details shall be submitted to and approved in writing by the local planning authority. No dwelling shall be occupied until the complete surface water drainage system serving that property has been implemented as approved.
- 17) Prior to first occupation of the development hereby permitted, full details of the maintenance and management of the SUDS system, set out in a site-specific maintenance manual, shall be submitted to and approved in writing by the local planning authority. The manual shall include details of financial management and arrangements for the replacement of major components at the end of the manufacturers recommended design life. The owner or management company shall thereafter strictly adhere to and implement the recommendations contained within the manual.
- 18) The development shall be constructed in accordance with the submitted and approved Flood Risk Assessment (dated August 2024) and maintained as such thereafter.
- 19) As part of any reserved matters application pursuant to this permission, a scheme that addresses the issues of acoustics, ventilation and overheating following Good Acoustic Design Principles shall be submitted to and agreed in writing by the local planning authority. The development shall thereafter be implemented and maintained in accordance with the approved scheme.
- 20) Prior to first occupation of the development hereby permitted, the boundary treatment to the north of the application site, parallel to the railway line, shall be erected, in accordance with details to be first agreed in writing by the local planning authority in consultation with Network Rail. The boundary treatment shall thereafter be retained in accordance with the approved details.

- 21) No development shall commence until plans of the site showing details of the existing and proposed ground levels, proposed finished floor levels, levels of any paths, drives, garages and parking areas and the proposed completed height of the development and any retaining walls have been submitted to, and been approved in writing by the local planning authority. The details shall clearly identify the relationship of the proposed ground levels and proposed completed heights with adjacent buildings. The development thereafter shall be carried out in accordance with the approved details.
- 22) No development shall commence until a Construction and Environmental Management Plan (CEMP) comprising a schedule of works and accompanying plans for that Phase has been submitted to and approved in writing by the local planning authority. Thereafter the approved CEMP shall be implemented and adhered to throughout the entire construction period. The CEMP shall provide details of the following:
 - i. the phased programme of demolition and construction works;
 - ii. the anticipated number, frequency and types of vehicles used during construction;
 - iii. the location and specification for vehicular access during construction;
 - iv. the provision made for the parking of vehicles by contractors, site operatives and visitors;
 - v. the loading and unloading of plant, materials and waste;
 - vi. the storage of plant and materials used in construction of the development;
 - vii. the erection and maintenance of security hoarding;
 - viii. the location of any site huts/cabins/offices;
 - ix. the provision of road sweepers, wheel washing facilities and the type, details of operation and location of other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders);
 - x. details of public engagement both prior to and during construction works, including a named person to be appointed by the applicant to deal with complaints who shall be available on site and contact details made known to all relevant parties;
 - xi. measures to control the emission of dust and dirt during construction, to include where relevant sheeting of loads, covering and dampening down stockpiles and restriction of vehicle speeds on haul roads. A dust management plan should form part of the CEMP which includes routine dust monitoring at the site boundary with actions to be taken when conducting dust generating activities if weather conditions are adverse;
 - xii. measures to control the emission of noise during construction;
 - xiii. details of all proposed external lighting to be used during construction and measures used to limit the disturbance of any lighting required. Lighting shall be used only for security and safety;

- xiv. appropriate storage of fuel and chemicals, in bunded tanks or suitably paved areas;
 - xv. measures to reduce air pollution during construction including turning off vehicle engines when not in use, and plant servicing;
 - xvi. waste management including prohibiting burning;
 - xvii. provision of temporary domestic waste and recycling bin collection point(s) during construction; and
 - xviii. a construction phase surface water management plan designed to prevent flooding and pollution both on and off site and to protect all surface water drainage features.
- 23) The construction of the development and associated works shall not take place on Sundays or Public Holidays or any time other than between the hours of 0800 hours and 1800 hours Mondays to Fridays and 0800 hours and 1300 hours on Saturdays.
- 24) No development shall commence until a scheme to deal with contamination of land and/or controlled waters has been submitted to and approved in writing by the local planning authority. Unless the local planning authority dispenses with any such requirement specifically in writing, the scheme shall include the following; a Phase 1 report carried out by a competent person to include a desk study, site walkover, production of a site conceptual model and human health and environmental risk assessment, undertaken in accordance with national guidance as set out in DEFRA and the Environment Agency's Model Procedures for the Management of Land Contamination CLR11.
- 25) If the Phase 1 report, submitted pursuant to condition 24, identifies potential contaminant linkages that require further investigation then no development shall commence until a Phase 2 intrusive investigation report has been submitted to and approved in writing by the LPA detailing all investigative works and sampling on site, together with the results of the analysis, undertaken in accordance with BS 10175:2011+A1:2013 - Investigation of Potentially Contaminated Sites - Code of Practice. The findings shall include a risk assessment for any identified contaminants in line with relevant guidance.
- 26) If the Phase 2 report, submitted pursuant to condition 25, identifies that site remediation is required then no development shall commence until a Remediation Scheme has been submitted to and approved in writing to the local planning authority detailing how the remediation will be undertaken, what methods will be used and what is to be achieved. Any ongoing monitoring shall also be specified. A competent person shall be nominated by the developer to oversee the implementation of the Remediation Scheme. The report shall be undertaken in accordance with national guidance as set out in DEFRA and the Environment Agency's Model Procedures for the Management of Land Contamination CLR11. Thereafter the approved remediation scheme shall be fully implemented in accordance with the approved details.
- 27) Notwithstanding any information submitted with this application, no development shall commence until a strategy outlining details of the

sustainable design and construction for all new buildings, including water use, building for life standards, sustainable building techniques and technology, energy consumption maximising renewable resources, and how a reduction in the impacts associated with traffic or pollution will be achieved including but not limited to charging electric vehicles (including at visitor spaces), has been submitted to and approved in writing by the local planning authority. The approved strategy shall be implemented as approved prior to first occupation.

- 28) The development hereby permitted shall not be occupied until the Building Regulations optional requirement of a water consumption rate of no more than 110 litres per person per day has been complied with.
- 29) No part of the development hereby permitted shall be first occupied until such time as the vehicular and pedestrian access has been constructed in accordance with approved plan 110.0011-0001 Rev P01. The vehicular and pedestrian access shall thereafter be retained for those purposes.
- 30) The development shall not be commenced until any Traffic Regulation Order (TRO) required as part of the highway works by the local highway authority has been made and the works implemented. If requested, evidence of the TRO being in force shall be submitted to and approved in writing by the local planning authority.
- 31) No part of the development shall be first occupied until details showing the precise location, installation timescales, operational date and ongoing maintenance of the fire hydrant(s) (in accordance with the West Sussex Fire and Rescue Guidance Notes) have been submitted to and approved in writing by the local planning authority in consultation with West Sussex County Council's Fire and Rescue Services. The fire hydrant(s) shall thereafter be installed as approved and maintained in accordance with the approved details. Within 1 month of the completion of the fire hydrant(s) installation, confirmation that the fire hydrant(s) is/are ready for operational use shall be made to the WSCC Fire and Rescue Service's Water and Access Manager.

APPEARANCES

FOR THE APPELLANT:

Matthew Reed KC	Landmark Chambers
Patrick Barry	Director, Nova Planning
Mark Smith	Director, Paul Basham Associates
Matthew Good	Senior Planning Director, Pegasus
Damien Power	Director, 9 th Wave Consulting Ltd

FOR THE LOCAL PLANNING AUTHORITY:

Scott Lyness KC	Landmark Chambers
David Cranmer	Director, DCC Planning
James Chequer	Pep Transport Consultants
Craig Hatton	Senior Town Planner, Network Rail
Alex Roberts	Head of Economics Planning Policy, Lambert Smith Hampton

INTERESTED PARTIES:

Cllr Amanda Tait	Southbourne Parish Council
Cllr Tracey Bangert	Chichester District Council
Cllr Richard Bates	Chichester District Council
David King	Local resident
Tina Hufton	Local Resident
Martin Wade	Local resident

DOCUMENTS SUBMITTED AT THE HEARING

Updated headroom monitoring data for Thornham WWTW
Appellants rebuttal Addendum on Housing Land Supply
Additional suggested condition regarding a Traffic Regulation Order
Costs application on behalf of Metis Homes Ltd.

DOCUMENTS SUBMITTED AFTER THE HEARING

Updated committee report with appendices
Costs rebuttals
Completed unilateral undertaking

Appeal Decision

Inquiry held on 23 to 25 and 30 June 2026

Site visit made on 26 June 2026

by P Hanna PGDip MSc MRTPI

an Inspector appointed by the Secretary of State

Decision date: 14th August 2026

Appeal Ref: 6004299

Land off St Mary's Road, Hayling Island

- The appeal is made under section 78 of the Town and Country Planning Act 1990 (as amended) against a failure to give notice within the prescribed period of a decision on an application for outline planning permission
- The appeal is made by Gladman Developments Ltd against Havant Borough Council.
- The application reference is APP/21/01434.
- The development proposed is described as up to 300 dwellings (including affordable housing). The proposal also includes provision for structural planting and landscaping; informal public open space; children's play areas; sustainable drainage system (SuDS); a new vehicular access from St Mary's Road; and associated ancillary works. All matters reserved except for means of vehicular access.

Decision

1. The appeal is allowed and planning permission is granted for up to 300 dwellings (including affordable housing) including provision for structural planting and landscaping; informal public open space; children's play areas; sustainable drainage system; a new vehicular access from St Mary's Road; and associated ancillary works at land off St Mary's Road, Hayling Island in accordance with the terms of the application reference APP/21/01434 subject to the conditions in the attached schedule.

Preliminary matters

2. The Hayling Island Residents' Association (HIRA) was granted Rule 6 party status. At the Case Management Conference, HIRA confirmed that, in the absence of an objection from Havant Borough Council (the Council), it intended to participate fully in the inquiry. At the event HIRA were professionally represented and presented evidence on the below main issues as well as planning matters.
3. An Environmental Impact Assessment (EIA) has been undertaken and reported in an Environmental Statement (ES) in accordance with the requirements of The Town and Country Planning (EIA) Regulations 2017. An amendment to the red line site boundary was made prior to the inquiry, reducing the site from 11.77 to 11.64 hectares. The effect of the amendment on the proposal was assessed in an EIA compliance statement which was subject to public consultation. I am satisfied no prejudice arose from the revision. The ES is sufficient to reach a reasoned conclusion on significant effects and has been taken into account in this decision.
4. The application seeks outline planning permission with the principal means of access to be determined at this stage. Appearance, landscaping, layout and scale are reserved matters to be considered further. The submitted parameters plan is proposed to be subject to a condition requiring compliance, and I have determined

the appeal on that basis. I have amended the description of development in the decision from that given on the application form to remove superfluous wording.

5. The Council's assessment of five year housing land supply is 1.3 years based on a local housing need of 887 dwellings with a 20% buffer and a deliverable supply of 1,401 units, for the period April 2025 to March 2030. This results in a shortfall of 3,921 dwellings against the five-year requirement. The 2023 Housing Delivery Test measurement for Havant is 74%. This is discussed further below.
6. A planning obligation pursuant to s106 of the Town and Country Planning Act 1990, in the form of a unilateral undertaking, was discussed at the inquiry, and was subsequently signed on 8 July 2026. I return to this below.

Main Issues

7. Whilst the Council has no objections to the proposed development, HIRA have raised three key concerns. The main issues are:
 - the effect of the risk of flooding on the proposed development, with particular regard to the A3023 Langstone Bridge;
 - whether the proposed development is in a suitable location with regard to accessibility, and the effect of the proposal on the capacity of the road network and the safety of road users; and
 - the effect of the proposed development on the integrity of the Solent Special Protection Areas.

Reasons

8. The appeal site is an irregularly shaped parcel of agricultural land located off St. Mary's Road, of some 11.64 hectares. The site is bounded to the south and east by residential dwellings along St Mary's Road and Rook Farm Way, and to the north by open land beyond which lies the Hayling Island Holiday Park. To the west is open land and an established residential area along the A3023 Manor Road. The Grade II* listed building St Mary's Church bounds the northeastern corner of the site, and a public right of way (PROW) wraps around the northern and western boundaries. The site is largely level and contains a drainage ditch running east to west with an agricultural building close to the centre of the site.
9. The proposal is for up to 300 dwellings, with 30% affordable housing, to be accessed from a new vehicular access point from St Mary's Road, with areas of formal and informal public open space, play areas, allotments, community gardens and recreational footpaths. Sustainable drainage attenuation basins are shown as being located to the south and west boundaries of the site.
10. The development plan includes the Havant Borough Core Strategy (2011)(CS) and the Havant Borough Local Plan (Allocations)(2014)(LP). The Havant Borough Local Plan 2036 (wLP) proposed the appeal site for allocation but was withdrawn by the Council following the 2021 report into its examination. The current emerging Building a Better Future local plan (eLP) was subject to Regulation 18 consultation in summer 2025, and Regulation 19 consultation is due to take place in late 2026 with submission to the Secretary of State currently anticipated by the end of 2026. The eLP proposes no new development on Hayling Island due to flood risk to the access road. It is of very limited weight given its early stage of preparation.

11. The appeal site lies outside of the urban area boundaries for south Hayling Island and, accordingly, there is no dispute that the proposal is contrary to policies CS17 of the CS and AL2 of the LP, which together deal with urban area boundaries and the undeveloped gaps between settlements.

Flooding

12. The appeal site itself is on higher land than the coastline of the island and is designated as being within Flood Zone 1 where the risk of flooding is low. The A3023 Langstone Bridge is the sole access road connecting the island with the mainland, and HIRA's remaining key concern relates to the public safety implications of the flooding and closure of the bridge.
13. The risk of flooding to any location is assessed with initial reference to the Environment Agency's (EA) online flood map. For Langstone Bridge, areas to the north and south are within Flood Zones 2 and 3.¹ The EA further confirm that tidal flood defences in the form of engineered high ground and coastal embankments can offer protection up to 1 in 25-year and 50-year tidal flood events. The strategic flood risk assessment (SFRA) mapping from February 2025 also shows the bridge is protected to a crest tide level up to the 1000-year return event. On this basis, the flood risk assessment concludes that the flood risk to the bridge is low. However, there have been flood events in the past on Hayling Island and HIRA argue that the risk level is greater, and that flooding events would occur much more frequently, than assessed by the appellant, with reference to three key factors.
14. Firstly, that Storm Pierrick on 8 April 2026 created the extreme coastal conditions of a 1-in-75 year event. Secondly, the SFRA mapping of the 1-in-30 year present day defended event indicates that the A3023 south of the bridge would be within the flood zone. Thirdly, HIRA consider that the EA's extreme sea level standard of 2.65m for still water conditions would overtop the 2.75m sea defences for the island, given the coastal location and south westerly wind.
15. Even if I were to wholly accept HIRA's position on these points, with regard to the suggested increase in frequency of flooding events, there are still a number of significant mitigating factors:
 - flooding events would occur only for short durations of time, with inundation lasting just hours rather than days;
 - impending flood events would be subject to flood warnings, enabling any affected residents to make advance preparations;
 - the island has a reasonably high degree of self-sufficiency, with GP surgeries, pharmacies, first responders, fires station, and a cardiac response station;
 - alternative access to the island is potentially available by sea and air, albeit that these may not be available during severe storm events;
 - an emergency planning framework has been produced by the Council, which sets out how emergencies on the island should be dealt with by the relevant bodies. Even if this is not an operational plan, the Council and other agencies have emergency responsibilities, in line with the requirements of the Civil Contingencies Act 2004; and
 - HIRA's concerns about access during flooding already affect a large existing permanent population of some 18,000 island residents, which can rise by some

¹ Flood Zone 2 is land located between the extents of the 1 in 200-year and 1 in 1000-year (<1% to >0.5% AEP) risk of tidal flooding. Flood Zone 3 is land located within the extent of the 1 in 200-year (>0.5% AEP) risk.

4,000 during summer months. This number will be increased by the development of 300 homes, but not substantially.

It is my judgement that, when taken together, these mitigating factors are sufficient to outweigh the low risk of flooding causing temporary closure of the bridge and the low risk of emergency care being required during closure.

16. This position is supported by both the Council and EA, neither of whom raised an objection to the proposal. There was also no objection from Hampshire Fire and Rescue or the Hampshire and Isle of Wight Fire Service. Although the Coastal Partners consultation response highlighted the need to consider emergency planning and rescue implications, which I have done, it also did not object.
17. A number of local residents have brought to my attention the extent of flooding experienced at their homes, and I have considerable sympathy for the difficult circumstances they have endured. But even in that light, the development would not in itself worsen the risks of flooding elsewhere. Although the eLP identifies tidal flood risk as significant and makes no residential allocations on the island, the Council recognise that only very limited weight can be attached to the eLP. The Council's current position is that, in light of that weight and the presumption in favour of sustainable development, the benefits of housing delivery outweigh the risks from flooding. That the Council has previously refused planning permission on flooding risk grounds is a matter of very limited weight given my findings.
18. Turning to other flooding matters, the site itself is within Flood Zone 1, with low risk of fluvial and tidal flooding. At the inquiry, the parties agreed that the sequential and exception tests in the National Planning Policy Framework (the Framework) were not engaged by the appeal proposal. A drainage strategy for the site indicates that the development would achieve a betterment in surface water runoff on the site, the details of which can be satisfactorily dealt with by conditions. The uncertainty of funding for repairs to Langstone Bridge and for implementation of any tidal mitigation works is not a matter of sufficient weight to change my findings.
19. In conclusion, the risk of flooding on Langstone Bridge is low and the risk of a requirement for emergency care being required which is not on the island is also low. Taken together, the overall adverse effect of the risk of flooding is, at most, limited. The proposal complies with policy CS15 of the CS and the Framework, which together require that new development should not be at risk of flooding nor increase the risk of flooding elsewhere. Accordingly, flood risk is not a strong reason for refusal in respect of footnote 7 of the Framework, and I return to this in the planning balance.

Highways

Accessibility

20. The appeal site is located within some 1km of both the West Town and Mengham/Gable Head local and district centres. Both contain a range of facilities including top-up shopping, pubs/restaurants and hot-food takeaways. Within the preferred maximum walking distance of 800 metres, or about 10 minutes, from the centre of the site are a convenience store, infant school, nursery, junior school, college, recreational ground and play area, health centre, pharmacy, church, allotments and vets. The island also contains a supermarket, some 1.25km from the appeal site, business park, sports and sailing clubs, library and community centre, notwithstanding that hospital care, in-branch banking, and post-16 education are

off island. Despite HIRA's concern that the island's retail facilities are the lowest tier and that many employment opportunities are also off-island, the appeal site is, overall, very well located for access to a wide range of services and facilities.

21. Bus stops are located less than 350 metres from the site, running two services on circular routes, timetabled to individually run half-hourly Mondays to Saturdays and hourly on Sundays, notwithstanding concerns about reliability. Destinations include Havant town centre and the Langstone Technology Park business hub, where employment opportunities exist. From Havant train station (a 5 minute or so walk from the bus stop) services run to London, Portsmouth and Southampton. Taxis and car shares are also available, albeit that services may be limited.
22. In terms of active travel, the island contains a primary cycle route between Langstone Bridge and the passenger ferry to Portsmouth, which incorporates the off-road Billy Trail. There are also several other secondary cycle routes around the island. All are easily accessible, even if not via dedicated routes. Sections of the routes are unlit and may not meet current standards, and funding for maintenance and improvements is uncertain. This makes the routes slightly less attractive, but it does not mean they are unsuitable for ongoing and potentially increased use.
23. A travel plan would be secured by the obligation, with a target for a 10% reduction in car use, along with promotion of active and sustainable transport, amongst other measures. Overall, residents would have a genuine choice of sustainable transport modes for day-to-day needs which would limit the need to travel.

Capacity

24. The A3023 Langstone Bridge is the sole route on and off the island. This road, and the highways network across the island, can be subject to congestion currently, with disruption caused by roadworks, accidents, breakdowns and flood events. Planned works are subject to the Council's roadworks management strategy for the island, which seeks to minimise adverse impacts. Local residents described to the inquiry how these disruptions have caused considerable inconvenience, which I recognise. However, the relevant test here, as set out in the Framework, is whether or not the addition of up to 300 new dwellings would result in severe residual cumulative impacts on the road network.
25. The assessment of traffic impacts is typically carried out at neutral times. However, given the particular tourism draw of the island, as recognised during examination of the wLP, additional summertime modelling work has been carried out for the appeal proposal. This microsimulation modelling has indicated significant impacts on the Langstone roundabout, however a suitable level of mitigation has been provided in the form of works and financial contribution, as agreed with the local highway authority. The key remaining criticisms from HIRA, following rebuttal by the appellant's consultants, include the absence of an uncertainty log, rat running and failure to model restricted flows.
26. Whilst the Department for Transport's transport analysis guidance recommends uncertainty logs, doing so would have largely replicated the existing forecasting assumptions and modelling brief parameters. Not every modelling run has been provided but, in the context of agreement on the modelling from the highway authorities, their absence does not materially weaken my confidence in the model's robustness. Although the Council's scoping opinion raised a question about potential rat running on West Lane, this was in respect of air quality, not

transport concerns. Furthermore, that scoping comment was made in 2021 prior to the submission of the planning application, to which no objection was ultimately raised. Nor did the Council or consultees expect modelling scenarios to include potential restrictions to the bridge during repair works, as discussed further below. This is right, in my view, given the current uncertainties around what such repairs and any restrictions may comprise.

27. HIRA presented evidence on congestion based on TomTom data. This suggests that the highest congestion level is 92% at 20:00 on Sundays, which is described by HIRA as being at “standstill”. However, regardless of whether or not this shows that the road network is significantly more congested and sensitive than set out in the transport assessment and modelling, the development traffic would not add significantly to this existing seasonal congestion as its own peaks are instead during commuting hours. If all predicted movements from the development during this time were to join the seasonal traffic, this would result in an increase of around only 8%, but development movements would typically be more widely dispersed across the road network than seasonal movements.
28. The most recent structural assessment of Langstone Bridge has identified the need for major refurbishment works which will be complex to implement. Although no funding has yet been identified for the works, the Council has already indicated its awareness of the need to maintain traffic flow on the bridge, and no weight restriction is currently intended. Should any overlap occur between bridge repairs and construction of the appeal development, this could be appropriately managed by means of a condition for a construction method statement.
29. Overall, I am more persuaded by the detailed technical modelling undertaken as part of the transport assessment and conclude that the residual cumulative impact of the development proposal would not be severe.

Safety

30. Langstone Bridge is a two way highway with raised shared footway and cyclepath either side. Whilst no fatal collisions were reported during the five-year assessment period, a recent cycling fatality occurred on the bridge in April 2026, with cause still unknown. I recognise the shock this accident would have caused to the local community but there is no substantive evidence before the inquiry to suggest that the existing bridge layout is inherently unsafe, notwithstanding some less serious accidents and the latest Department for Transport standards. The Council confirm that this accident did not change its overall conclusion and that no specific accident remedial measures would be required. Nor is there substantive evidence that the additional use arising from the new residents of the development would unacceptably worsen road safety, notwithstanding that cycling here is described by local residents as unpleasant.

Conclusion on highways

31. In reaching a conclusion on the above matters, I give considerable weight to the consultation responses of the local highway authority and National Highways, neither of whom raised any objection to the proposal, subject to conditions. Overall, the proposed development is in a suitable location with regard to accessibility and, with mitigations, would not have a significant adverse impact on the capacity of the road network and the safety of road users. The proposal complies overall with policies CS20 and DM12 of the CS and the Framework,

notwithstanding the conflict with the non-Framework compliant aspect of policy CS20 of the CS which prohibits any increase in congestion and therefore attracts reduced weight. Together, these require that new development should prioritise sustainable transport modes, not create an unacceptable impact on highway safety, and not have severe residual cumulative impacts on the road network.

Ecology

Impact on internationally designated sites

32. Brent geese are winter visitors to the Solent from breeding grounds in Siberia. The species is of high international importance in conservation terms and is vulnerable due to the relatively small size of the world population and variable breeding success. The species is a qualifying feature of the nearby Chichester and Langstone Harbours SPA and Ramsar site, Portsmouth Harbour SPA and Ramsar site, and the Solent and Southampton Water SPA and Ramsar site (the Sites). Other habitat types and species for which the Sites are protected are catalogued in detail in the appellant's information to inform habitats regulations assessment.
33. Brent geese have been recorded at the appeal site since 2013, with counts of up to 1100 individuals. The appeal site therefore functions as supporting habitat for waterfowl assemblages and is identified as a core area under the Solent Wader and Brent Goose Strategy (SWBGS) for its suitable conditions and functionally linked land.
34. Notwithstanding this core area designation, the right conditions are necessary for the site to play its role as supporting habitat for the wintering birds. The presence of brent geese on the site is dependent on the agricultural management of the site. When brassicas have been planted, or when the field has been ploughed and left as expansive bare ground, surveys have recorded no brent geese at the site. Even so, the proposed development would result in the complete loss of this important wintering site. The loss of supporting habitat at the appeal site would, in the absence of mitigation, give rise to a likely significant effect on the Sites.
35. Accordingly, mitigation is proposed in the form of a permanent wintering bird refuge site on land west of West Lane, some 1.2km from the appeal site. The proposed refuge site is also identified as core area habitat and, as with the appeal site, it's use is currently dependant on farming practices. As such, management of the refuge site would be specifically directed towards conservation purposes, overseen by an appropriate conservation body and secured in perpetuity.²
36. The key issue of dispute between the parties is whether it has been demonstrated beyond reasonable scientific doubt that the appeal proposal, with mitigation, would not result in adverse effects on the integrity of the Sites. The SWBGS identifies that any mitigation land must fulfil the same contribution and particular function of the area lost for the same species, and the appropriateness of mitigation should be considered under the following five criteria, in order of priority.
37. *Habitat type.* The refuge site is identified as a core area and is known to support brent geese. Although the appeal site is inland whilst the refuge site is in a coastal location, the SWBGS identifies both sites equally as core areas. There is no hierarchical distinction between inland and coastal core areas, and both sites

² Defined in the planning obligation as a period of 80 years.

relate to the same SPAs. Whilst the SWBGS goes on to recognise that comparatively little attention has been given to the vital role of ecologically linked inland sites, the Brent Goose Mitigation Strategy (BGMS) and supporting evidence set out a clear understanding of the benefits and disadvantages of the inland appeal site. Consequently, I find that the proposed BGMS presents an expert and convincing demonstration of the appropriateness or otherwise of the habitats at both the appeal and refuge sites.

38. *Existing disturbance.* The refuge site is located between the Hayling Billy Trail and West Lane, but disturbance from these routes is unlikely given the size of the site. Vehicles, such as those that would be travelling along West Lane, are not seen as predator threats to brent geese. Along the Billy Trail the noise and intervisibility of walkers, cyclists and dogs would be reduced by supplementary native scrub and shrub planting, even if activity were to increase significantly. In contrast, the PROW along the perimeter of the appeal site is open and immediately adjacent to the habitat. Overall, the refuge site is not subject to significant existing or proposed disturbance and, indeed, would potentially be subject to less disturbance than the appeal site.
39. *Area of habitat.* The refuge site is some 24% larger than the appeal site, being around 14.6 hectares, albeit that this mitigation land is not additional land and there will instead be a net reduction in the overall core area. Whilst this weighs against the proposal, on the other hand, as discussed above, both sites are currently subject to the vagaries of farming practices. The proposal would ensure that agricultural management is directed towards brent geese conservation purposes. This would offer a more consistent and reliable refuge to brent geese, year after year, than otherwise currently exists over both sites. HIRA are concerned that there is no assessment of the benefits of the proposed enhanced habitat. To my mind it is self-evident that consistent conservation management of the site will be a considerable benefit to the species, over the uncertainty of the current position, even if the assessment of qualitative impacts might be lacking.
40. *Timing and availability of habitat.* The habitat is within the control of the appellant, its use as mitigation land would be secured by planning obligation in perpetuity, and the refuge site would be brought into use prior to the commencement of the appeal development. Whilst Natural England's (NE) earlier consultation response advised that assessment of effects should be informed by a habitat managements and monitoring plan (HMMP), it later confirmed that a Grampian condition for an appropriate HMMP would be capable of satisfying legal and habitats directive requirements. HIRA are concerned that the absence of an HMMP means that adverse impacts on the integrity of the Sites cannot be established beyond all reasonable scientific doubt. Whilst this test is a high bar, it does not require absolute certainty, and sufficient assurance would be obtained by the obligation.
41. *Geographic location.* HIRA are concerned that coastal erosion could reduce the size of the refuge site. However, Mr Dawson's expert analysis predicts that, in approximately 100 years' time, inundation would reduce the site by some 2.4 hectares. This would leave some 12.5 hectares as mitigation land, which still exceeds the size of the appeal site. The coastal boundary of the proposed refuge site is defined by the Billy Trail, the long-term management of which is within the control of the local authority, which must also be exercised in light of its duties under the Conservation of Habitats and Species Regulations 2017 whether the refuge site is relied on for mitigation or not. In light of this duty, and the predicted

levels of inundation, I am satisfied that the long-term use of the site is sufficiently secure, for the purposes of both appropriate assessment and the requirement of policy CS11 to protect habitats.

42. HIRA are also concerned that mitigation land provided with other previous housing developments did not attract returning birds. However, the proposed refuge site is an identified core habitat, where birds are known to have been returning. In addition, those earlier developments and schemes were conceived and implemented under different mitigation guidance.
43. The Hampshire and Isle of Wight Wildlife Trust and Royal Society for the Protection of Birds both objected to the application in 2022. At that time, however, no details of the proposed mitigation site were available to them, and no updated consultation responses have been provided for the current proposals. I therefore afford the original consultation responses very limited weight. When all of the above points are taken together, I am satisfied that the proposal, with mitigation, would maintain the conservation status of brent geese and would not adversely affect the integrity of the Sites.³
44. In terms of nutrient neutrality, the proposal could, in the absence of mitigation, result in an increased nitrogen load within the marine environment of the East Solent. In combination with other housing growth this has the potential for likely significant effects. However, the securing of the above mitigation in the form of the refuge site would result in a change in farming practice from cereal cropping to lowland grazing. This has the effect of ensuring that the proposed development would be nitrogen negative, representing an overall betterment. The details of this scheme would be secured by condition.
45. The proposed development also has the potential to cause likely significant effects on the Sites through recreational pressure from new residents. In line with the Solent Recreation Mitigation Strategy (2024), the proposal would secure a financial contribution towards mitigation measures to address the identified impacts from recreational disturbance. These include provision of a ranger team; communication, marketing and education; encouragement of responsible dog walking; codes of conduct; and ongoing monitoring. With the contribution to be secured by the planning obligation, the mitigation is sufficient to ensure that the development would have no significant adverse effects on the integrity of the Sites.
46. My assessment of these matters is reinforced by the consultation responses of NE, which raised no objection to the proposal and, in concluding my appropriate assessment, I give the advice of NE significant weight. Overall, the proposed development, with mitigation measures, would not adversely affect the integrity of the Sites. The proposal would comply with policies CS11 of the CS, DM23 and DM24 of the LP and the Framework which together require development to avoid or mitigate likely significant effects on internationally designated sites.

Biodiversity net gain

47. Whilst the application pre-dated the requirement for biodiversity net gain, and the proposal is in outline only, it is nonetheless anticipated to deliver increases of

³ A further additional area of land has also been made available, but this is not necessary given my conclusion that the refuge site would in itself adequately mitigate the loss of the appeal site, a position that is reinforced by NE's lack of objection to the proposal.

some 75.84% in habitats units and 321.30% in hedgerows units, with all trading rules satisfied. This is a benefit to be assessed in the planning balance.

Other matters

Heritage

48. The Grade II* Church of St Mary is thirteenth century in origin and surrounded by its graveyard. Located to the northeast of the appeal site, its significance derives architecturally from its medieval appearance, despite Victorian-period alterations, with steep tile roofing and stepped buttressing, and historically from its place at the heart of the local community, both physically and ecclesiastically. The appeal site forms part of the wider open landscape and setting for the church, from which the spire would have been widely visible and served as a local landmark. From within the site, intervening landscaping currently obscures most of the church with the exception of the uppermost part of the spire. Nonetheless, the appeal site contributes positively to the setting of this heritage asset.
49. Whilst the siting of development within the site would cause harm to the wider open setting and visibility of the spire, the parameters plan indicates that framed views to the church spire would be provided along a new road corridor along the full length of the site. The proposal would also introduce green space in the immediate vicinity of the churchyard. Consequently, the church as a visual landmark would be emphasised by the proposed urban layout, even though the extent of the area from which the spire could be seen would be reduced. Overall, the harm would be less than substantial, in the wording of the Framework, with the harm being at the lower end of the scale.
50. The Grade II listed Farm Cottage and Rook Farmhouse are two dwellings reworked from a single, earlier, possibly medieval building, located some 40 metres east of the site. Its significance derives from its physical fabric and from being a good example of eighteenth century farmhouse remodelling. Whilst the site forms part of the historical and functional wider agricultural setting, it is now physically, visually and functionally divorced from the asset by modern residential development, with the modern cul-de-sac of Rook Farm Way occupying the asset's former garden and farmyard, such that the site makes a negligible contribution to significance. Given this, the effect of the proposed development on significance by way of impact upon setting would also be negligible. This harm is at the lowest end of the scale of less than substantial. No other designated heritage assets would be affected by the proposal.
51. Whilst the harm to both designated heritage assets would be less than substantial, I give the harm in each case great weight. The Framework requires such harm to be weighed against the public benefits of the proposal. These benefits are assessed in detail below and I find that, in both cases, the public benefits outweigh the harm that would be caused. The proposal would therefore satisfy the requirements of s66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990.

Other matters

52. The proposal would result in the loss of open countryside. However, the site is not a valued landscape in terms of the Framework, and is well contained within a limited visual envelope, such that the landscape and visual harm would be limited.

The development would result in the permanent loss of best and most versatile agricultural land, being some 7.2 hectares of grade 2 land and 4.3 hectares of grade 3a, albeit that some limited mitigation is offered in the form of allotments. This is an adverse effect of the proposal, to which I return below. Although open countryside would be lost, recreational green spaces would be provided. Existing PROWs around the site would be unaffected and new public paths would be provided. Climate change targets would be addressed through water consumption and energy efficiency measures. Noise disruption during construction would be managed through conditions, and the development would not give rise to significant air quality concerns.

53. The surface water drainage strategy includes drainage features such as attenuation which would result in a betterment over the existing natural site drainage. Southern Water have no objection to connection to the foul drainage system, which would drain to Budds Farm. Concerns have been raised in respect of impacts upon local services, however the planning obligation would make contributions to improvements considered necessary, as discussed further below. Impacts on the living conditions of occupiers of neighbouring properties, including the holiday park, can be adequately assessed at the detailed stage. A previous outline planning application for up to 210 residential dwellings and 0.6ha for apartments with care was refused in April 2017 for a variety of reasons, but the current proposal can be distinguished from that, having addressed all matters of concern, as considered here.

Planning obligation

54. The planning obligation would secure works to improve pedestrian and cycle access in the vicinity of the site, as well as a contribution towards segregated cycle infrastructure on Church Road, improvements to the Billy Trail and Langstone roundabout, and PROW improvements and crossing provision on Manor Road, all in order to mitigate the impacts that would arise from the development. The submission, implementation and monitoring of a travel plan would promote increased active travel. A policy compliant requirement of 30% affordable housing, or up to 90 units, would be secured, with an agreed tenure mix of 70% affordable or social rent and 30% shared ownership. Delivery of open market housing would be phased with delivery of affordable housing.
55. A contribution would be provided towards the Bird Aware Solent Strategy on a tariff basis to mitigate recreational pressure. The provision and ongoing management of open space, play areas, permissive paths, common parts and sustainable drainage would be secured at appropriate stages of development. In order to support integration of new residents and mitigate social infrastructure impacts, a community worker contribution would be provided. To maximise local employment, apprenticeship and training opportunities, an employment and skills plan would be agreed. A wintering birds refuge site would be provided to mitigate the adverse effects of the development on brent geese for a period of 80 years, with refuge site 1 being sufficient to meet those requirements, in line with NE's considerations.
56. For the above reasons, I am satisfied that the obligations are necessary, directly related to the development, and fairly related in scale and kind. They comply with Regulation 122 of the Community Infrastructure Levy Regulations 2010 and paragraph 58 of the Framework and therefore can be taken into consideration.

Conditions

57. A list of suggested conditions was discussed at the inquiry. Amendments have been made to the wording of some conditions for clarity, brevity, or to avoid duplication, and to ensure accordance with the tests set out in paragraph 57 of the Framework. Pre-commencement conditions were agreed by the appellant.
58. In the interests of certainty, conditions specifying approved plans and restricting the number of dwellings to that applied for are necessary (conditions 3 and 4). To ensure the retention of existing trees and natural features, protection measures are required (condition 5). In the interests of ecology, a biodiversity mitigation and enhancement strategy, landscape ecological management plan, and nutrient neutrality scheme are necessary (conditions 6, 7 and 13). To ensure that the development is in keeping with the appearance of the surrounding area, a landscaping scheme and levels details are required (conditions 8 and 19). An external lighting scheme is necessary to prevent light pollution, ensure sensitive habitats are not adversely impacted and protect living conditions (condition 9). Also to protect living conditions, a construction environmental management plan, a construction method statement and noise impact assessment are required (conditions 10, 11 and 12).
59. To ensure that drainage of the site is suitably managed, a surface water drainage scheme is necessary (condition 14). To ensure good connectivity of the site, a connection to the existing PROW network is appropriate (condition 15). Given the potential for archaeological remains within the site, a programme of archaeological works is justified (conditions 16 and 17). In the interests of sustainability and protection of ecological designations, a water efficiency scheme is necessary (condition 18). A suggested condition requiring surveys of downstream culverted connections to the public sewer network is not necessary as the drainage scheme would be designed to deliver betterment through reduction of run-off rates and, consequently, would not impact upon downstream infrastructure.

Planning balance and conclusion

60. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. For the above reasons, the proposed development is in conflict with the identified development plan policies and with the development plan as a whole. In ascribing weight to the planning balance, the scale used is; limited, moderate, significant and substantial.
61. The Framework is a material consideration, and this states that decisions should apply a presumption in favour of sustainable development. As set out above, the Council cannot demonstrate a five year supply of housing land, as required by paragraph 78 of the Framework. Paragraph 11(d) of the Framework indicates in these circumstances that the policies that are most important for determining the application should be considered as out of date. For the purposes of this appeal therefore, the above identified policies are of reduced but nonetheless still significant weight.
62. The proposal has a number of benefits. The provision of up to 300 houses including up to 90 affordable homes would make a considerable contribution to housing delivery in light of the acute shortfall of supply, notwithstanding steps being taken by the Council to address this. I give this substantial weight. Economic

benefits would occur during construction as well as after with increased spend from residents in the locality, attracting moderate weight. The provision of green infrastructure is a policy requirement, but this open space would also be available for use by existing residents in the locality, thereby attracting limited weight. Biodiversity net gains are anticipated and afforded limited weight. Other infrastructure and community provisions include roads mitigation, employment and skills obligation, community worker, Solent mitigation strategy and surface water betterment, which all have minor degrees of benefit for the wider public and attract limited weight.

63. In terms of harms, the conflict with the locational aspects of the spatial strategy would cause limited harm, based as it is on outdated housing requirements. The proposal would result in the loss of open countryside, although for the reasons given above, the harm would be limited. The loss of BMV attracts limited negative weight. The risk of flooding on Langstone Bridge is low and the risk of a requirement for emergency care being required which is not on the island is also low, such that the overall adverse effect of the risk of flooding is limited. I have already carried out a heritage balance above and the harm to significance of the Church of St Marys attracts limited weight in the overall planning balance.
64. In terms of paragraph 11(d) and footnote 7 of the Framework, there are no policies of relevance to this appeal that provide a strong reason for refusal. Therefore, planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole, and having had particular regard to key identified policies.
65. Drawing together the above harms and benefits, the adverse impacts of the proposed development would not significantly and demonstrably outweigh the benefits. Although the proposal would conflict with the development plan as a whole, material considerations indicate a decision other than in accordance with it.
66. I conclude that planning permission should be granted subject to the conditions in the attached schedule.

P Hanna

INSPECTOR

APPEARANCES

FOR THE APPELLANT:

Melissa Murphy KC, instructed by Gladman Developments Limited

She called:

David Stoddart BA(Hons) CILT MCIHT TPS	Prime Transport
Mark Rose BSc(Hons) MSc Cicol CIEEM	CSA Environmental
Scott Dawson BSc(Hons) MSc MCIWEM CWEM	Enzygo
Peter Dutton BA(Hons) MA MRTPI	Gladman

FOR THE LOCAL PLANNING AUTHORITY:

David Jobbins	Luken Beck
Phillip Holdcroft	Luken Beck
Alex Russell	Havant BC

FOR THE RULE 6 PARTY HAYLAND ISLAND RESIDENTS ASSOCIATION:

Jessica Allen, instructed by Lily Hartley-Matthews of Leigh Day

She called:

Stephen Lawrence BSc(Hons) DipTP DipUD MRTPI	Achieve Planning
Jonathon Raper BA(Hons) PdD FRGS	HIRA
Lily Hartley-Matthews BA LPC LLM	Leigh Day

INTERESTED PARTIES:

Jonathon Hulls	Hayling West Ward Councillor
Wilf Forrow	Hayling West Ward Councillor
Netty Shepherd	Hayling East Ward Councillor
Robin Davidson	Marine Walk Residents Association
Dave Parham	Save Our Island
Chris Pearsall	Save Rook Farm
Chris Brown	Local resident
Ellena Demetriou	Local resident
Catherine Mitchell	Local resident

Alison Quinton	Local resident
Fiona Ridley	Local resident
Anne Skennerton	Local resident
Richard Wilson	Local resident
Phillip Barratt	Local resident
John Meacham	Local resident

DOCUMENTS

INQ1	Appellant appearances
INQ2	Highways statement of common ground between appellant and Council
INQ3	Council opening statement
INQ4	Appellant opening statement
INQ5	HIRA appearances
INQ6	HIRA opening statement
INQ7	Notification of inquiry
INQ8	Highways statement of common ground between appellant and HIRA (unsigned)
INQ9	Flooding statement of common ground between appellant and HIRA
INQ10	Full version of LCWIP (replacement of CD8.02)
INQ11	Ecology statement of common ground between appellant and HIRA
INQ12	Land erosion and sea level rise drawing (CD7.30)
INQ13	Highways statement of common ground between appellant and HIRA (signed)
INQ14	Site visit itinerary
INQ15	Site visit itinerary map
INQ16	Notification of amendment to red line application boundary
INQ17	Appellant final modelling note
INQ18	HIRA closing submission
INQ19	Appellant closing submission
INQ20	Draft s106 unilateral undertaking
INQ21	Revised suggested conditions
INQ23	Signed s106 unilateral undertaking dated 8 July 2026
INQ24	Agreed note on emerging local plan

CONDITIONS

- 1) The development hereby permitted shall start before the expiration of 3 years from the date of this permission or 2 years from the date of approval of the last of the reserved matters to be approved, whichever is the later.
- 2) Before any development hereby permitted commences, approval of the appearance, landscaping, layout and scale (hereinafter called the reserved matters) shall be obtained from the local planning authority. Detailed plans and particulars of the reserved matters shall be submitted in writing not later than 3 years from the date of this permission and shall be carried out as approved.
- 3) The development hereby permitted shall be carried out in accordance with the following approved plans: Location Plan (drawing number 74778-L-05 Rev E), Proposed Access Arrangement (drawing number P21033-001J), and Parameters Plan (drawing number 7478-P-02 Rev H).
- 4) The development hereby permitted shall compromise no more than 300 dwellings.
- 5) Prior to any development or groundworks commencing on site, details of tree protective measures, including fencing and ground protection, in accordance with the recommendations of the arboricultural assessment prepared by FPCR, dated December 2021, shall be submitted to and approved in writing by the local planning authority. The development shall thereafter be undertaken in accordance with the approved details. Within the fenced area(s), there shall be no excavations, storage of materials or machinery, parking of vehicles or fires.
- 6) Prior to, or concurrently with, the submission of the first reserved matters application, a strategy outlining biodiversity mitigation and enhancement measures (BMES) to be undertaken in relation to the development hereby permitted shall be submitted to and approved in writing by the local planning authority. The BMES shall be informed by the ecological avoidance and mitigation measures detailed within the Ecological Impact Assessment prepared by CSA Environmental, dated July 2025 (Ref. CSA/4956/14). The development shall thereafter be designed, carried out and managed in accordance with the approved BMES.
- 7) Prior to, or concurrently, with the submission of the first reserved matters application relating to landscaping, a landscape ecological management plan (LEMP) shall be submitted to and approved in writing by the local planning authority. The content of the LEMP shall include the following:
 - (a) details (type and location) of any on-site mitigation and enhancement measures) to be managed;
 - (b) description and evaluation of features to be managed;
 - (c) ecological trends and constraints on site that might influence management;
 - (d) aims and objectives of management;
 - (e) appropriate management options for achieving aims and objectives;
 - (f) prescriptions for management actions;
 - (g) preparation of a work schedule including an annual work plan;
 - (h) details of the body or organisation responsible for implementation of the plan; and
 - (i) ongoing monitoring and remedial measures.

- The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan shall be implemented in accordance with the approved details.
- 8) The landscaping scheme required by condition 2 of this permission shall incorporate a detailed specification of hard and soft landscaping works to include details of the following:
 - (a) types and sizes of all plant/tree species to be planted on the site;
 - (b) numbers and densities of all plants to be planted on the site;
 - (c) soil specification;
 - (d) seeding and turfing treatment within the site;
 - (e) colour and type of material for all public hard surface areas and private areas visible from the public realm;
 - (f) watering maintenance regime for all areas of new planting; and
 - (g) programme and timetable for implementation of the above works.
 All planting, seeding or turfing and hard surface areas contained in the approved details of the landscaping scheme shall be carried out in accordance with the approved implementation programme. Any trees or plants which die, are removed, or become seriously damaged, or diseased within a period of 5 years of being planted shall be replaced in the next planting season in accordance with the approved landscaping scheme.
 - 9) No external lighting shall be installed until an external lighting scheme has been submitted to and approved in writing by the local planning authority. The submitted details shall include a layout plan with beam orientation and a schedule of lighting equipment proposed (luminaire type; mounting height; aiming angles and luminaire profiles). The approved scheme shall be installed, maintained, and operated in accordance with the approved details.
 - 10) No development shall commence on site until a construction environmental management plan (CEMP) has been submitted to, and approved in writing by, the local planning authority. Thereafter all works shall be carried out in accordance with the approved CEMP throughout the construction phase of the development. The CEMP shall include:
 - (a) development contacts, roles and responsibilities;
 - (b) a phasing plan and programme for carrying out the development;
 - (c) details of the parking of vehicles for site operatives and visitors;
 - (d) a public communication strategy, including a complaints procedure;
 - (e) details of the loading and unloading of plant and materials;
 - (f) details of the storage of plant and materials used in constructing the development;
 - (g) details of the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
 - (h) details of wheel washing facilities;
 - (i) measures to control the emission of dust and dirt during construction including a site-specific dust management plan resulting from a risk

- assessment as detailed in IAQM document 'Guidance on the assessment of dust from demolition and construction 2024';
- (j) measures to control noise and vibration during construction;
 - (k) a scheme for recycling/disposing of waste resulting from construction works; and
 - (l) confirmation that no burning of waste materials shall take place on site.
- 11) No development commence on site until a construction method statement has been submitted to and approved in writing by the local planning authority, which shall include:
- (a) a programme of and phasing of all construction work, having regard to any works of refurbishment of the A3023 Langstone Bridge;
 - (b) the provision of long-term facilities for contractor parking;
 - (c) a requirement that construction of the development including site traffic and deliveries shall only be carried out between 0800 and 1800 Mondays to Friday and 0800 and 1300 on Saturdays and at no time on Sundays and Public Holidays;
 - (d) the arrangements for deliveries associated with all construction works;
 - (e) methods and phasing of construction works;
 - (f) access and egress for plant and machinery;
 - (g) protection of pedestrian routes during construction; and
 - (h) location of temporary site buildings, compounds, construction material, and plant storage areas.
- Construction work shall only take place in accordance with the approved method statement.
- 12) Prior to the approval of any reserved matters application that includes layout and/or landscaping, a noise impact assessment shall be submitted to and approved in writing by the local planning authority. The assessment shall:
- (a) provide further environmental noise survey to cover day and night time periods and to include weekdays and weekends;
 - (b) be prepared in accordance with ProPG: Planning & Noise (2017) (including the four key elements of Stage 2);
 - (c) ensure that internal and external noise levels for the proposed residential accommodation comply with the guideline values stated in BS 8233:2014 and ProPG;
 - (d) demonstrate that the noise rating from any commercial or industrial source does not exceed the typical background noise level at the boundary of any approved residential premises or is otherwise shown to result in a low impact in accordance with BS 4142:2014+A1:2019.
- The approved scheme shall be implemented in full prior to occupation of any dwelling and shall be maintained and retained thereafter.
- 13) No development shall commence until a scheme to achieve nutrient neutrality for the development has been submitted to and approved in writing by the local planning authority. The submitted scheme shall include:
- (a) confirmation of the total nutrient budget for the development;
 - (b) confirmation of the measures that will be secured to satisfactorily mitigate the total nutrient budget for the development, which may include i) a bespoke mitigation solution or ii) the purchase of nutrient credits;
 - (c) where (i) a bespoke mitigation solution is proposed, a management plan to ensure the solution achieves the required level of nutrient mitigation for a minimum in-perpetuity period of 80 years, and where (ii) it is the intention to

purchase nutrient credits, confirmation that the nutrient credits have been secured for the minimum 80 year in-perpetuity period, including details of the mitigation provider and associated credit allocation.

The development shall thereafter be carried out in accordance with the approved scheme.

- 14) No development shall commence on site until a surface water drainage scheme for the site has been submitted and approved in writing by the local planning authority. The submitted details should include:
 - (a) a technical summary of the surface water drainage design;
 - (b) detailed drainage layout drawings at an identified scale indicating catchment areas, referenced drainage features, manhole cover and invert levels and pipe diameters, lengths and gradients;
 - (c) detailed hydraulic calculations demonstrating existing runoff rates are not exceeded and there is sufficient attenuation for storm events up to and including 1:100 + climate change. The hydraulic calculations should take into account the connectivity of the entire drainage network including the discharge location. The hydraulic model report should include design and simulation criteria, network design and result tables, manholes schedule tables and summary of critical simulation results by maximum level for the 1 in 1, 1 in 30 and 1 in 100 (plus an allowance for climate change) rainfall events. The drainage features should have the same references as the submitted drainage layout;
 - (d) evidence that urban creep has been considered in the application and that a 10% increase in impermeable area has been used in calculations to account for this;
 - (e) confirmation on how impacts of high groundwater will be managed in the design of the proposed drainage system to ensure that storage capacity is not lost, and structural integrity is maintained;
 - (f) confirmation that sufficient water quality measures have been included to satisfy the methodology in the Ciria SuDS Manual C753;
 - (g) exceedance plans demonstrating the flow paths and areas of ponding in the event of blockages or storms exceeding design criteria;
 - (h) details for the long-term maintenance arrangements for the surface water drainage system. The submitted details shall include maintenance schedules for each drainage feature type and ownership.No dwelling shall be occupied until the approved surface drainage scheme to serve that dwelling has been implemented in full.
- 15) Reserved matters to be submitted under condition 2 above shall include details of a connection to the site's boundary to facilitate an onward link to public right of way footpath 108/93/1 in accordance with the principles shown on drawing number P21033-AT-001B. The connection shall be completed and made available for public use prior to the first occupation of any dwelling on the site.
- 16) No development shall take place until the applicant has secured the implementation of a programme of archaeological evaluation and mitigation, in accordance with a written scheme of investigation that has first been submitted to and approved by the local planning authority. The programme of archaeological evaluation and mitigation shall thereafter be implemented in accordance with the approved details.

- 17) Within 6 months of the completion of any archaeological fieldwork, a post excavation assessment shall be submitted to and approved in writing by the local planning authority. The assessment will include details of any post-excavation analysis that has been completed and (where applicable) arrangements for publication and public engagement on the assessment's findings.
- 18) No dwellings hereby permitted shall be occupied until:
 - (a) a water efficiency calculation in accordance with the Government's national calculation methodology for assessing water efficiency in new dwellings has been undertaken which demonstrates that no more than 110 litres of water per person per day shall be consumed within the development, and this calculation has been submitted to, and approved in writing by, the local planning authority; and
 - (b) all measures necessary to meet the approved water efficiency calculation have been installed.
- 19) In addition to those matters required by condition 2 above, details of existing and proposed finished floor levels relative to site levels, shall be submitted with the reserved matters. The development shall be undertaken in accordance with the approved details.

End of schedule

Recent Decisions Report

From 23/02/2026 to 01/09/2026

90 Total Cases

Process	Recommendation				
79 CHC Delegated	21 No Comment Made	13 Objection	0 EIA Screen - No ES Sought		
5 CHC Consulted De	4 No Objection	3 Holding Objection	0 EIA Screen - ES Sought		
1 CHC Committee	45 No Objection with Conditions	1 Further Info Required	0 EIA Scope - ES Content Required		
			0 EIA Scope - ES Content Acceptable		

Responded Reference	CHC Officer	Address	Description	Recommendation
02/03/2026 BI/26/00084/F UL	Linda Park	W STIRLAND LIMITED, REDMOOR ESTATE, MAIN ROAD, BIRDHAM, CHICHESTER, WEST SUSSEX, PO20 7HT	Erection of 9 no. dwellings and associated works	Objection
02/03/2026 APP/26/00006	Linda Park	FISCAL HOUSE, 2 HAVANT ROAD EMSWORTH PO10 7JE	Demolition of existing storage outbuildings and construction of a new building incorporating dormers to provide 3 class E units, with associated car parking.	Objection
04/03/2026 BO/26/00266/ DOM	Linda Park	Brambletye Cottage, Walton Lane, Bosham, Chichester, West Sussex, PO18 8QB	Single and two-storey side and rear extensions including sunroom and plant room, alterations to roof, summer house and associated works including demolition of existing garage (Variation of condition 2 from planning per	No Objection with Conditions
05/03/2026 BO/26/00269/ DOM & BO/26/00270/L	Linda Park	2 GLOUCESTER TERRACE BOSHAM LANE BOSHAM CHICHESTER WEST SUSSEX PO18 8HY	Single Storey rear extension to replace an existing conservatory and additional 1 no. roof light	No Objection with Conditions
05/03/2026 APP/26/00011	Steve Lawrence	2 & 3 SCHOOL LANE, EMSWORTH, PO10 7ED	Demolition of shared chimney stack between numbers 2 and 3 School Lane	Objection

05/03/2026	CH/26/00125/ DOM	Steve Lawrence	CROSS TREES HARBOUR WAY CHIDHAM CHICHESTER WEST SUSSEX PO18 8TG	New roof on existing single storey extension and new 2 storey entrance lobby, replacement and additional tile hanging on north elevation. Replacement single storey kitchen extension on south elevation. Single store	No Objection with Conditions
06/03/2026	BO/26/00302/ ADV	Steve Lawrence	HAMMERS FARM OFFICES, MAIN ROAD, BOSHAM, CHICHESTER, WEST SUSSEX, PO18 8EH	Retention of 2 no. freestanding ground mounted signage boards (signs 1 and 2) and 1 no. fascia sign on front elevation (sign 3) - all non-illuminated	No Objection with Conditions
06/03/2026	BO/26/00234/ DOM	Steve Lawrence	LITTLE MEAD, SUNNYWAY, BOSHAM, CHICHESTER, WEST SUSSEX, PO18 8HQ	Single-storey rear extension	No Objection with Conditions
06/03/2026	APP/26/00082	Steve Lawrence	West View, 60 Bath Road, Emsworth, PO10 7ES	1No Oak (T1) Crown reduce by 1.5m overall to previous pruning points, leaving a height of 4m by 3m width. 1No Birch (T2 Crown reduce by 1.5m overall to previous pruning points, leaving a height of 4m by 4m width. W	No Objection with Conditions
09/03/2026	BI/26/00313/D OM	Linda Park	Swallow Cottage, Crooked Lane, Birdham, Chichester, West Sussex, PO20 7HB	Erection of a two storey rear extension to replace existing conservatory (Removal of condition 7 from planning permission BI/24/01065/DOM)	No Comment Made
10/03/2026	APP/26/00077	Linda Park	LAND ADJACENT TO QUAY MILL, SOUTH STREET, EMSWORTH, PO10 7EQ	Advertisement Consent for display of 1 No. free standing interpretation board relating to Victorian Oyster Boat 'Terror'	No Objection
10/03/2026	APP/25/00764	Linda Park	COLLINGWOOD, MARINE WALK, HAYLING ISLAND, PO11 9PQ	Oak framed garage and carport to the front of the building behind planting.	No Objection with Conditions
12/03/2026	APP/26/00011	Steve Lawrence	2 & 3 SCHOOL LANE, EMSWORTH, PO10 7ED	Demolition of shared chimney stack between numbers 2 and 3 School Lane.	No Objection with Conditions

16/03/2026	APP/25/00978	Steve Lawrence	14 BRIDGEFOOT PATH, EMSWORTH, PO10 7EA	Addition of a double and single storey L- shape extension to rear and alterations to fenestration and materials. Balcony and pergola to front elevation	No Objection with Conditions
16/03/2026	APP/25/00976	Steve Lawrence	14 BRIDGEFOOT PATH, EMSWORTH, PO10 7EA	Addition of a double and single storey full width extension to rear and alterations to fenestration and materials. Balcony and pergola to front elevation	No Objection with Conditions
16/03/2026	BO/26/00323/F UL	Steve Lawrence	LAND NORTH OF HIGHGROVE FARM, MAIN ROAD, BOSHAM, WEST SUSSEX	Construction of 300 no. dwellings (including 90 affordable dwellings), community hall, public open space, associated works and 2 no. accesses from the A259 (one temporary for construction). (Variation of conditions 15 (foul drainage) and 21 (vehicula	Objection
17/03/2026	BO/26/00304/F UL	Steve Lawrence	The Quay, Quay Meadow, Bosham, Chichester, West Sussex, PO18 8LU	1 no. storage unit and 1 no. lean-to tractor store, proposed timber cladding and part timber cladding of existing 1 no. storage unit.	No Objection with Conditions
18/03/2026	APP/26/00147	Steve Lawrence	QUAY MILL, SOUTH STREET, EMSWORTH, PO10 7EQ	2No Willow (T1, T2) crown reduce by 1.5m to previous pruning points. Within the conservation area of Emsworth	No Objection with Conditions
18/03/2026	BO/26/00463/ TCA	Steve Lawrence	MARINERS TERRACE, SHORE ROAD, BOSHAM, WEST SUSSEX	Notification of intention to re-pollard crown by 2-3m (back to previous pruning points) on 1 no. Weeping Willow tree (T1)	No Objection with Conditions
18/03/2026	BO/26/00414/ DOM	Linda Park	COMPASS HOUSE, MAIN ROAD, BOSHAM, WEST SUSSEX, PO18 8GE	Construction of single storey garage/boat store. Replacement gate.	No Objection with Conditions
18/03/2026	APP/26/00089	Steve Lawrence	26 WITTERING ROAD, HAYLING ISLAND, PO11 9SP.	Erection of a detached, three-bedroom, self- build dwelling with associated access, parking, hard and soft landscaping, and associated works, with an ancillary one- bedroom carers annexe following subdivision of the	No Objection with Conditions

18/03/2026	BO/26/00429/ DOM	Linda Park	Compass House, Main Road, Bosham, Chichester, West Sussex, PO18 8GE	Alterations to existing dwelling including changes to roof form and fenestration on south elevation, alterations and additions to remaining fenestration (alternatives those permitted under application 25/01294/DOM), sin	No Objection with Conditions
18/03/2026	WI/26/00251/F UL	Steve Lawrence	LAND EAST OF HAVENWOOD COTTAGE, GLEBEFIELD ROAD, WEST ITCHENOR, WEST SUSSEX, PO20 7DB	Boat house with overnight accommodation above and associated landscaping.	Objection
19/03/2026	WI/26/00349/F UL	Steve Lawrence	Harbour View, Itchenor Road, West Itchenor, Chichester, West Sussex, PO20 7DH	Replacement dwelling. (Variation of conditions 2 and 4 of permission 21/00654/FUL – 2 amendments to plans and 4. demolition of existing dwelling after construction of the new dwelling, to allow owners to occupy the	Objection
25/03/2026	WI/26/00425/ DOM	Linda Park	WILLOW BARN, ITCHENOR ROAD, WEST ITCHENOR, CHICHESTER, WEST SUSSEX, PO20 7DH	Proposed garage outbuilding	No Objection with Conditions
25/03/2026	WW/26/00474 /LBC	Linda Park	ROOKWOOD HOUSE, ROOKWOOD LANE, WEST WITTERING, CHICHESTER, PO20 8QH	Various internal alterations to non- historic elements. Replacement of 2 no. windows to second floor southern elevation	No Comment Made
25/03/2026	WW/25/02815 /FUL	Linda Park	Sandhead, Rookwood Lane, West Wittering, Chichester, West Sussex, PO20 8QH	Demolition of 1 no. existing dwelling and the construction of 1 no. new dwelling, covered pool, double garage, boat house and log store. Section 73 application to vary Condition 2 (approved plans) of permission WW/23/02664/FUL - amendments proposed includ	No Objection with Conditions
25/03/2026	WI/26/00519/ DOM	Linda Park	Moorings , Shipton Green Lane, West Itchenor, West Sussex, PO20 7BZ	Proposed outbuilding for storage	No Objection with Conditions
25/03/2026	BO/26/00477/ DOM & BO/26/00478/L	Linda Park	Parkers Pound, Walton Lane, Bosham, Chichester, West Sussex, PO18 8QB	Removal of existing side and rear extensions and construction of single storey side and two-storey rear extension with 2 no. roof lights.	No Objection with Conditions

31/03/2026	APP/26/00170	Linda Park	258 HAVANT ROAD, HAYLING ISLAND, PO11 0LP	Display of 5No illuminated signs and 6No non-illuminated signs	Holding Objection
13/04/2026	APP/24/00890	Linda Park	Land and Mudflats adjacent to, Langstone Road, Havant	Flood defence works. Construct earth embankment along the Eastern edge of land as the Coastal Partners scheme for frontage 1B, from Chainage 0 to Chainage 145.	No Comment Made
15/04/2026	BO/26/00225/ DOM & BO/26/00226/L BC	Linda Park	BOSHAM CASTLE, HIGH STREET, BOSHAM, CHICHESTER, WEST SUSSEX, PO18 8LS	Two storey side extension, roof replacement with 1 no. dormer window to south elevation, repairs to masonry walls, changes to fenestration, internal structural repairs and alterations, extended rear terrace and new sea-	No Objection with Conditions
15/04/2026	BI/26/00570/F UL	Linda Park	land north west of Premier Business Park, Birdham Road, West Sussex	Use of land for the stationing of a caravan for residential purposes and the construction of a utility building and associated landscape works.	Objection
20/04/2026	SB/26/00541/F UL	Linda Park	THORNHAM MARINA, THORNHAM LANE, SOUTHBOURNE, EMSWORTH, WEST SUSSEX. PO10 8DD	Replacement office building.	No Objection with Conditions
20/04/2026	BO/26/00602/ DOM	Linda Park	20 MERRYWEATHER ROAD, BOSHAM, CHICHESTER, PO18 8HJ	Single storey rear extension and rear dormer. Addition of 3 no. roof lights to front (south west) roof elevation.	No Objection with Conditions
20/04/2026	APP/26/00175	Linda Park	28 SOUTH STREET, EMSWORTH, PO10 7EH	New sash windows to the front and rear elevation. New canopy to the entrance to match the existing surrounding properties. New render to the front, hanging tiles to the rear. New garage door to match existing with	No Objection with Conditions
22/04/2026	26/00784/PA6 ABE	Linda Park	Land At The Old Cart Shed Hook Lane Bosham Chichester West Sussex PO18 8EX	Agricultural storage barn.	Objection
29/04/2026	BO/26/00308/ DOM	Linda Park	RUNNING TIDE, SMUGGLERS LANE, BOSHAM, CHICHESTER, WEST SUSSEX. PO18 8QP	Replace existing shed/log store with a single-storey timber workshop (log cabin) for ancillary domestic use.	No Objection with Conditions
29/04/2026	APP/26/00176	Linda Park	WADE COURT COTTAGE, WADE LANE, HAVANT, PO9 2TB	Single storey rear extension to the existing outbuilding.	No Objection with Conditions
29/04/2026	WI/26/00672/F 101	Linda Park	Orchard House, Orchard Lane, Itchenor, West Sussex, PO20 7AD	Garden shed/boardstore.	No Objection with Conditions

05/05/2026	WT/26/00479/ EIA	Linda Park	BAKER BARRACKS EMSWORTH ROAD WEST THORNEY EMSWORTH WEST SUSSEX PO10 8DH	Demolition of existing and construction of new quartermaster store	No Comment Made
05/05/2026	APP/25/00900	Linda Park	HAYLING YACHT COMPANY, MILL RYTHE LANE, HAYLING ISLAND, PO11 0QQ	Outline planning application for Proposed MOT testing station with appearance, layout and scale to be considered.	Objection
05/05/2026	WT/26/00503/ FUL	Linda Park	BAKER BARRACKS EMSWORTH ROAD WEST THORNEY EMSWORTH WEST SUSSEX PO10 8DH	Erection of 1 no. changing facility, a single storey extension to existing mess and erection of 1 no. office building, together with associated plant, photovoltaic panels, hard and soft landscaping	No Objection with Conditions
05/05/2026	WT/26/00513/ EIA	Linda Park	BAKER BARRACKS EMSWORTH ROAD WEST THORNEY EMSWORTH WEST SUSSEX PO10 8DH	Request for Environmental Impact Assessment (EIA) Screening Opinion under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 for proposed development comprising of changing room facilities,	No Comment Made
06/05/2026	CH/24/02899/ REM	Linda Park	Land East Of Broad Road, Broad Road, Nutbourne, West Sussex	Application for reserved matters (Appearance, Landscaping, Layout and Scale) details and approval of Conditions 14 (full calculations to establish the capacity at Thornham WwTW), 21 (external lighting) and 22 (ecological mitigation and enhancement and tim	No Comment Made
06/05/2026	SB/26/00357/F UL	Linda Park	19 NUTBOURNE PARK, NUTBOURNE, CHICHESTER, WEST SUSSEX, PO18 8RU	Demolish existing dwelling and erect replacement dwelling with 2 no. parking bays.	Objection
06/05/2026	APP/26/00231	Linda Park	Footpath 56 East of Langstone High Street, Langstone	Screening Opinion for To bridge a failed section of sea wall near Langstone at Langstone 56 Path Improvements - SCR/2026/0113	No Comment Made
13/05/2026	BO/26/00614/F UL	Linda Park	CEDARCROFT, SUNNYWAY, BOSHAM, CHICHESTER, WEST SUSSEX PO18 8HQ	Demolition of existing 1 no. bungalow and construction of 1 no. dwelling and ancillary accommodation with detached pool house.	No Comment Made

13/05/2026	SB/26/00746/D OM	Linda Park	WEST COTTAGE, PRINSTED LANE, PRINSTED, EMSWORTH, PO10 8HT	External amendments to dwelling including insulation, covered patio, replacement of existing rear bay window with balcony over, various window amendments and roofed outside porch. Removal of 4 no. existing outbuildings	No Comment Made
18/05/2026	WI/26/00817/ DOM	Linda Park	FLAGSTONES, CHALKDOCK LANE, WEST ITCHENOR, CHICHESTER, WEST SUSSEX, PO20 7DE	Demolition of rear conservatory. Construction of new single storey rear extension to replace conservatory and alterations to fenestration.	No Objection with Conditions
18/05/2026	BO/26/00591/F UL	Linda Park	KIDOREEL HOUSE, DELLING LANE, BOSHAM, CHICHESTER, WEST SUSSEX, PO28 8NN	Demolition of existing two-storey aspect and replacement new two-storey extension to north west elevation, demolition of detached store, alterations to retail showroom building, alterations to existing driveway and inst	Objection
19/05/2026	BO/26/00982/ PREHH	Linda Park	STURTS CROFT HOE LANE BOSHAM CHICHESTER WEST SUSSEX PO18 8ER	Strip slate roof, repair timbers, replace bitumen felt with breathable membrane, insulate, reinstate slate roof and internal linings.	Advice given
19/05/2026	WI/26/00450/ DOM	Linda Park	7 CHANDLERS REACH, ITCHENOR, CHICHESTER, WEST SUSSEX, PO20 7BD	Replacement 9 no. windows and a French door.	No Objection with Conditions
19/05/2026	BO/26/00789/ DOM	Linda Park	20 Critchfield Road, Bosham, Chichester, West Sussex, PO18 8HH	Single storey garage to replace existing.	No Objection with Conditions
20/05/2026	BI/26/00947/P RESS	Linda Park	4 THE TRIANGLE BIRDHAM CHICHESTER WEST SUSSEX PO20 7HG	Redevelopment of garden land to provide 2 no. new residential dwellings.	Advice given
20/05/2026	BO/26/00935/ DOM	Linda Park	The Bourse, Delling Lane, Bosham, Chichester, West Sussex PO18 8NN	Replacement one and half storey rear extension, single storey front extension, single storey side extension with balcony above, enlargement of existing side dormers and alterations and additions to the dwellinghouse. Se	No Objection with Conditions

20/05/2026	SB/26/00630/O	Linda Park UT	LAND ON THE SOUTH SIDE OF, COOKS LANE, SOUTHBOURNE, WEST SUSSEX	Outline planning application (with all matters reserved except for full access) for 92 no. dwellings, following demolition of existing equine related buildings, open space, landscaping, pump station, substation and asso	No Objection with Conditions
02/06/2026	BI/26/00657/F	Linda Park UL	BROOMER FARM LOCK LANE BIRDHAM CHICHESTER WEST SUSSEX PO20 7AX	Construction of a driveway and new parking area off consented access track.	Further Information Required
03/06/2026	BO/26/00867/ DOM	Linda Park	Broadbridge Farm House, Delling Lane, Bosham, Chichester, West Sussex, PO18 8NN	Erection of ancillary outbuilding.	No Objection with Conditions
08/06/2026	BI/26/00984/F	Linda Park UL	PREMIER BUSINESS PARK, BIRDHAM ROAD, APPLIEDRAM, CHICHESTER, WEST SUSSEX. PO20 7BU	Refurbishment of existing premises, including recladding and glazing alterations to front elevation, repainting of remainder of cladding, and construction of new open-sided handover canopy.	No Objection with Conditions
10/06/2026	APP/26/00296	Linda Park	19 TOWER STREET, EMSWORTH, HANTS, PO10 7BH	Replacement conservatory and garage extension, replacement posts to existing porch, replacement windows, replacement doors to south elevation.	No Comment Made
10/06/2026	APP/26/00281	Linda Park	2 School Lane, Emsworth, PO10 7ED	Replacement of existing rear conservatory with single storey rear extension, replacement of existing garage and carport with new side extension with pitched gable roof, addition of first floor rear extension.	No Comment Made
15/06/2026	WI/26/00934/ DOM	Linda Park	Harbour View, Itchenor Road, West Itchenor, Chichester, West Sussex, PO20 7DH	Installation of a green hard surface tennis court and surrounding green wire fence.	Objection
17/06/2026	WW/26/01080 /FUL	Linda Park	Ellanore House , Ellanore Lane, West Wittering, PO20 8AN	Demolition of the existing dwelling and the construction of a 2 storey house with detached garage, conversion of outbuilding into annexe and landscaping works. (Variation of conditions 2 and 5 of permission 24/0121	No Comment Made

24/06/2026	WI/26/01109/F UL	Linda Park	NORTHSHORE SHIPYARD, THE STREET, ITCHENOR, CHICHESTER, WEST SUSSEX. PO20 7AY	Use of land for the siting of a trailer used as a mobile sauna.	No Objection with Conditions
30/06/2026	BI/26/01061/E LD	Linda Park	KINGFISHER COTTAGE, WESTLANDS LANE, BIRDHAM, WEST SUSSEX, PO20 7HH	Application seeks to confirm the lawfulness of established residential use of Owl Cottage, located within the curtilage of Kingfisher Cottage as an independent, self-contained residential dwelling, under Section 191 of	No Comment Made
30/06/2026	APP/26/00357	Linda Park	8 MY LORDS LANE, HAYLING ISLAND, PO11 9PW	1 no. Holm Oak - crown height reduction of 1.5 metres leaving a finished height of 12 metres, Crown width reduction of 2 metres leaving a finished width of 11 metres. Tree subject to TPO 0916	No Comment Made
30/06/2026	WW/26/01168 /DOM	Linda Park	LEDA, ROMAN LANDING, WEST WITTERING, CHICHESTER, WEST SUSSEX. PO20 8AL	Proposed side dormer window - (Removal of Condition 4 (Dormer window specifications) of Planning Permission 25/03030/DOM).	No Comment Made
30/06/2026	BO/26/00569/ DOM	Linda Park	SHAMROCK COTTAGE, BOSHAM LANE, BOSHAM, PO18 8HG	Single storey rear extension, raised ridge height with new front dormer, new side canopy and proposed timber fence.	No Comment Made
30/06/2026	WW/26/01081 /DOM	Linda Park	ROOKWOOD HOUSE, ROOKWOOD LANE, WEST WITTERING, CHICHESTER, PO20 8QH	Regularisation of existing building and shed. Use as gym, store and annexe.	No Comment Made
30/06/2026	SB/26/01117/D OC	Linda Park	THORNHAM MARINA, THORNHAM LANE, SOUTHBOURNE, EMSWORTH, WEST SUSSEX. PO10 8DD	Discharge of Conditions 3 (schedule of materials and finishes) and 6 (external lighting) from planning permission SB/26/00541/FUL.	No Comment Made
07/07/2026	WI/26/01306/F UL	Linda Park	NORTHSHORE SHIPYARD, THE STREET, ITCHENOR, CHICHESTER, WEST SUSSEX. PO20 7AY	Replacement of existing western pontoon with associated removal and new outer berthing pontoons. Construction of entrance shelter with associated ground level alteration. Resurface existing slipway with extension to sli	Holding Objection

07/07/2026	CH/26/01149/F UL	Linda Park	Creek End, Harbour Way, Chidham, PO18 8TG	Demolition of existing dwelling, outbuilding and swimming pool, and proposed erection of replacement self- build dwelling and re-landscaped garden area.	Objection
08/07/2026	APP/26/00367	Linda Park	HAYLING YACHT COMPANY, MILL RYTHE LANE, HAYLING ISLAND, PO11 0QQ	Construction of MOT Testing Centre with Proposed B2 Use.	No Objection with Conditions
08/07/2026	WW/26/01196 /FUL	Linda Park	HARBOUR WAY, ELLANORE LANE, WEST WITTERING, WEST SUSSEX, PO20 8AN	Demolition of existing dwelling and construction of new 1 no. dwelling.	No Objection with Conditions
13/07/2026	APP/26/00399	Linda Park	2 WITTERING ROAD, HAYLING ISLAND, PO11 9SP	First floor extension and alterations to provide wheelchair lift, wheelchair access throughout and carer accommodation; single storey extension; extend roof terrace and provide level thresholds; external spiral sta	No Objection with Conditions
13/07/2026	BO/26/00673/ DOM	Linda Park	SLIPPERY SLOPES, WALTON LANE, BOSHAM, WEST SUSSEX, PO18 8NB	Single storey rear extension with false pitched roof and glazed lantern. Pergola style roof and oak frame to front of garage to create covered parking.	No Objection with Conditions
20/07/2026	APP/26/00391	Linda Park	HAYLING YACHT COMPANY, MILL RYTHE LANE, HAYLING ISLAND, PO11 0QQ	Installation of 3No covered and partially enclosed padel courts with associated lighting, noise and ecology mitigation measures	Holding Objection
22/07/2026	BO/26/01002/ DOM	Linda Park	LINDEN COTTAGE, 4 HARBOUR WAY, BOSHAM, CHICHESTER, WEST SUSSEX, PO18 8QH	Front extension to garage and demolish lean-to. Infill glass extension for a proposed home studio and alterations to existing outbuildings.	No Objection with Conditions
22/07/2026	BO/26/01345/F UL	Linda Park	WOODLAND ADJACENT TO STILLWATERS, CHEQUER LANE, BOSHAM, WEST SUSSEX	Change of use of agricultural land into safe dog walking area with erection of fencing and 2 no. gates.	No Objection with Conditions
22/07/2026	BO/26/00729/ DOM	Linda Park	4 FAIRFIELD ROAD, BOSHAM, CHICHESTER, WEST SUSSEX, PO18 8JH	Single storey rear extension. Enlarged first floor dormer and hipped to barn-hip gable end roof alterations.	No Objection
27/07/2026	APP/26/00294	Linda Park	12 Nile Street, Emsworth, PO10 7EE	Variation of Conditions 2 & 3 of Planning application APP/22/00831 including changes to materials, changes and additions to fenestration and internal reconfiguration.	No Objection

27/07/2026	WI/26/00733/ DOM	Linda Park	GREENGATES, ITCHENOR ROAD, WEST ITCHENOR, CHICHESTER, WEST SUSSEX, PO20 7DA	Erection of 2 storey side extension and single storey rear extension. Demolition of existing garage.	No Objection with Conditions
27/07/2026	AP/26/01281/P RELS	Linda Park	CROWN AND ANCHOR, DELL QUAY ROAD, DELL QUAY, APPLEDRAM, CHICHESTER, WEST SUSSEX. PO20 7EE	Pre-application enquiry for: Proposed replacement extension, internal alterations and the construction of an external kitchen and seating area.	Advice given
28/07/2026	BO/26/01370/ DOM	Linda Park	DELLING LEA, DELLING LANE, BOSHAM, CHICHESTER, WEST SUSSEX, PO18 8NR	Balcony to the rear elevation.	No Objection with Conditions
29/07/2026	BI/26/01425/F UL	Linda Park	Russells Garden Centre , Main Road, Birdham, West Sussex, PO20 7BY	14 no. dwellings (4 x affordable 10 x market), replacement commercial (class E) building, new and altered access and associated works. Variation of conditions 6 (Acoustic Mitigation), 7 (BNG) and 9 (Soft Landscaping) fr	No Comment Made
29/07/2026	BO/26/01258/F UL	Linda Park	LANESIDE BOSHAM LANE BOSHAM CHICHESTER WEST SUSSEX PO18 8HP	Change of use of 3 no. holiday lets to 3 no. residential dwellings and associated works.	No Objection
29/07/2026	BI/26/01315/D OM	Linda Park	LITTLE ORCHARD, 4 BURLOW CLOSE, BIRDHAM, PO20 7ES	Erection of single-storey timber outbuilding incidental to main dwellinghouse.	No Objection with Conditions
05/08/2026	BO/26/00917/ DOM	Linda Park	19 MORETON ROAD, BOSHAM, CHICHESTER, WEST SUSSEX, PO18 8LL	Single storey front extension integrated with existing front porch.	No Comment Made
05/08/2026	CH/26/01407/ DOM	Linda Park	KEYMERS, CUT MILL, CHIDHAM, WEST SUSSEX, PO18 8PS	New rear glass balcony. New Car barn New access to road.	No Comment Made