



Critchley Architecture And Design Ltd.

1 No. Proposed Shepard's Hut to be used as tourist accommodation for 10No. months per annum.

Land at Broad Oak, Copse Lane, Hayling Island, PO11 0QB

on Behalf of Mr and Mrs Levy

February 2025

V2 Issue – May 2025

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0.0 Contents

- 1.0 Generally
- 2.0 Physical Context
- 3.0 Social and Economic Context
- 4.0 Involvement of Local Interests
- 5.0 Amount
- 6.0 Design
- 7.0 Sustainability
- 8.0 Biodiversity Net Gain

1.0 Generally

- 1.1 This Design Report forms part of a planning application to Havant Borough Council for 1 no. new shepards hut style holiday cabins and associated facilities on land at Broad Oak, Copse Lane, Hayling Island, PO11 0QB.
- 1.2 No other purpose is anticipated or accepted. Copyright of this report remains with Critchley Architecture and Design Ltd.
- 1.3 Reference should be made to the drawings, re:

23019 -	106A	Location and Block Plan
	203A	Existing Site Plan
	407A	Proposed Site Plan

- 1.4 The subject proposals were prepared under the objectives of the **National Planning Policy Framework** of September 2023. Of the policies, we were mindful of the following:

Paragraph 11:

Plans and decisions should apply a presumption in favour of sustainable development.

Section 6: Building a strong, competitive economy.

84. Planning policies and decisions should enable:

- a) the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings;*
- b) the development and diversification of agricultural and other land-based rural businesses;*
- c) sustainable rural tourism and leisure developments which respect the character of the countryside; and*
- d) the retention and development of accessible local services and community facilities, such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.*

85. Planning policies and decisions should recognise that sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable (for example by improving the

scope for access on foot, by cycling or by public transport). The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.

Section 11: Making effective use of land.

119. Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that as much use as possible of previously-developed or 'brownfield' land.

120. Planning policies and decisions should:

a) encourage multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation or improve public access to the countryside;

b) recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production;

c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;

d) promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure); and

e) support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well designed (including complying with any local design policies and standards), and can maintain safe access and egress for occupiers.

- 1.5 Havant Borough Council have agreed to withdraw the emerging Local Plan, examined by the Planning Inspectorate in 2021, and develop a revised plan.

However, **Tourism Background Paper No. 22**, published in 2007 was used in the development of the previous Local Plan and contains recommendations specific to Hayling Island:

4.3 *From the various surveys carried out in the borough, the following main points are of consideration:*

- ☐ *Most staying visits in Havant area are for leisure/holiday purposes and Havant has the 5th largest number of staying trips in Hampshire.*
- ☐ *A fifth of Havant expenditure by staying visitors is by those in static caravans.*
- ☐ *Staying visitors were more likely to be on Hayling than on the mainland.*
- ☐ *Day visitors are the most the common visitor*
- ☐ *Visitors on Hayling Island reflected a slightly younger age profile than those surveyed on the mainland.*
- ☐ *There is a trend towards shorter and more frequent breaks.*
- ☐ *Most frequently visited attractions were Hayling Amusement Park and Staunton Country Park.*
- ☐ *Positive aspects of the borough are its uncrowded, uncommercialised, peaceful nature and its sea front, scenery and open spaces.*
- ☐ *Hayling seafront could do with updating and regenerating.*
- ☐ *There is a lack of investment in tourist facilities across the borough.*
- ☐ *Need for more attractions e.g. cafes, bars, restaurants, in town centres and Hayling Island*
- ☐ *There is a demand and developer interest in the possible development of a 3 star, upper tier budget or budget hotel in the borough.*

4.5 *Hayling Island is the birthplace of windsurfing and this makes it unique in terms of its offer. Opportunities to focus on this as an unique selling point should be explored. The 'Destination Hayling Island' project is work in progress and is supported in the Tourism and Leisure Plan. This project will enhance and improve the sea front of Hayling Island and regenerate the Beachlands area. This scheme will fulfil much of the concern raised by visitors that Hayling sea front is run down and needs investment. Hayling Island is the focus of more family orientated holidays and there should possibly be more*

focus on providing facilities for this market. There is scope for providing for and promoting other types of activity and themed holiday, for example those centred on bird watching, sailing, wind surfing, cycling, horse riding, golf, fishing or walking perhaps to extend Havant's tourism offer. Such holidays could be promoted on Hayling Island or around the harbours, subject to 17 environmental constraints. Any policies will need to ensure that the current tourism offer is maintained and enhanced on the island.

2.0 Physical Context

- 2.1 Broad Oak is a former hotel, now a private residence, located on the north side of Copse Lane.
- 2.2 Copse Lane runs north-easterly from Havant Road to St Peter's Road, with Broad Oak situated at the southern end close to Havant Road. Copse Lane is fully metalled, unrestricted, unlit, without pedestrian foot paths. The road is at risk from tidal flooding approximately 0.5 Km north of the subject site. Much of it is tree lined.
- 2.3 The subject site is part of a short ribbon of detached house plots. Behind the houses and opposite are agricultural fields.
- 2.4 The existing house at Broad Oak is set back from the road in a generous open site with mature gardens and trees.
- 2.5 The nearest adjacent houses to either side are 40 metres distant.
- 2.6 The site is generally flat and level.
- 2.7 The setting of the site is semi-rural, although still within the Settlement Boundary.
- 2.8 The subject site/building is not Listed, nor are there any Listed buildings within the curtilage of the site.
- 2.9 The subject site is not within a Conservation Area.
- 2.10 The site is considered to be at future risk of flooding.

3.0 Social and Economic Context

- 3.1 The subject site is located within Havant Borough Council (HBC) and Hampshire County Council (HCC).

- 3.2 Hayling Island is separated from the mainland by a narrow channel, traditionally known as Sweare Deep. It is situated to the south of Havant and is accessible via a bridge at Langstone. It lies between Chichester Harbour to the east and Langstone Harbour to the west and can be accessed from Portsea Island by ferry.
- 3.3 Havant Borough Council recognises the potential for development on Hayling Island whilst acknowledging current issues with transport and utilities provision. An Infrastructure Delivery Plan was published in July 2020 and sets out the borough's regeneration strategy. A number of transport intervention and mitigation packages are currently proposed to improve travel to and from Hayling Island, as per the Hayling Island Transport Assessment (Jan 2019) and Addendum (Jan 2020).
- 3.4 The subject site is ideally suited as a holiday destination, with the coast and market town of Havant both in easy cycling distance. Cycle storage is included within the proposal as it is anticipated that the site is most likely to appeal to couples or families on walking and cycling holidays.

4.0 Involvement of Local Interests

- 4.1 A Pre-Application Enquiry was submitted under GEN/23/01025 to erect 3No. Shepard's huts on the land. Since then, the proposal has been altered to proposed 1No. only.
- 4.2 The details of the pre-app response are concluded as follows:
- Noted on the office site visit that there is 1no. existing caravan on the site (used for domestic storage) and there is evidence of former caravan pitches on the site (concrete bases).
 - Lawful use of the land is as residential curtilage in association with Broad Oak.
 - Shepard's Huts would likely comply with the legal definition of a caravan, the use of the land for tourist accommodation would constitute a material change of use of the land.
 - Policy CS5 supports development within the tourist industry.
 - Policy DM4 required both of the following criteria to be met:
 - The development would have a close physical relationship to existing caravan sites.
 - The caravan is to be used for holiday purposes only and has a limited period of occupancy for a maximum of ten months per calendar year.
 - The case officer noted on the site visit that there are caravans to the north of the site, so the proposed Shepard's hut would be seen within the same context.
 - The site falls within Flood Zone 1 but is within the future flood zone. Therefore, a sequential and exception test would be required.
 - Encouraged to retain existing soft landscaping.

- Encouraged to engage with an Arboriculturist.
- Hardstanding advised to be kept to a minimum.
- 3No. Shepard's Huts are unlikely to result in an increase in movements such as to result in a highway safety issue.

4.3 Since the pre-application response was received, a Flood Risk Assessment (including Sequential and Exception Tests) have been undertaken and are submitted with this application.

5.0 Amount

- 5.1 The subject site is 1780m² in area. A further 1615m² is under the ownership of the applicant.
- 5.2 There is currently a caravan on the site, used for storage.
- 5.3 The proposal includes the removal of the caravan and the introduction of 1 new holiday cabin, along with associated parking, bike and bin storage.

6.0 Design

- 6.1 Originally used by English shepherds as a resting place when moving herds of sheep across pastures, shepherd's huts have become a popular alternative to caravans or tents, particularly in the countryside where their appearance is considered to be more in keeping with the surrounding area. Shepherd's huts are relatively well insulated and can be transported relatively easily if required.



- 6.2 Broad Oak has an existing secondary access. Parking for visitors is proposed immediately adjacent to the access in order to minimise hardstanding requirements. All hardstanding is to be gravel over geotextile membrane.
- 6.3 All existing trees are to be retained and additional planting is proposed to help screen the hut.



7.0 Sustainability

7.1 In *Plan the World We Need* (June 2020) the Royal Town Planning Institute sets out a vision for a 'sustainable, resilient, and inclusive recovery'. This examines four key elements:

- Health and Wellbeing
- Economic Sectors
- Travel and Transport
- Net Zero Carbon

7.2 Green tourism is small-scale tourism that encourages people to visit natural areas and aims to minimize the impacts of tourism on the environment. The proposals aim to promote 'active' transport, such as walking and cycling, support local businesses, and provide opportunities to visit natural areas that are best accessed by foot and cycle paths.

7.3 The ultimate goal is to decarbonise buildings, energy, and transport – so called 'grey' infrastructure. Shepherd's hut may be considered superior to caravans in that they are often constructed largely from sustainable timber and insulated with sheep's wool. It is also possible to integrate solar power, if the location is suitable, by using either flexible panels on the roof or rigid panels on the ground nearby.



8.0 Biodiversity Net Gain

In accordance with the provisions of the **Environment Act 2021** and accompanying guidance on **Biodiversity Net Gain (BNG)**, we consider this development to fall within the category of **exemptions** based on the following grounds:

1. Small-scale development below the threshold

The proposal involves the placement of **one small-scale structure** (under 100m² footprint) with **no significant land take, no subdivision of habitat parcels, and no measurable impact on existing ecological features**.

2. Minimal ecological impact

The hut will be **positioned on previously managed or non-priority grassland** and does **not require the clearance of any trees, hedgerows, or priority habitats**.

No groundworks beyond minimal siting support (e.g., timber pads or lightweight base) are required, and no new access tracks or fencing will result in fragmentation of habitat.

3. Temporary/low-impact use

The proposed structure is **removable and non-permanent**, designed to have **minimal physical and ecological footprint**.

It does not represent a material change of use of land in a way that would warrant formal BNG calculation.