



Design and Access Statement

Change of Use from Retail to C3 Dwellinghouse

79 Hollow Lane, Hayling Island, PO11 9EY

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1.0 Generally

- 1.1 This Design Report forms part of a Full Planning Application to Havant Borough Council for a third Change of Use at 79 Hollow Lane, Hayling Island, PO11 9EY.
- 1.2 No other purpose is anticipated or accepted. Copyright of this report remains with Critchley Architecture And Design (CAAD) Ltd.
- 1.3 Reference should be made to the planning submission drawings for details of the proposals, re:

21033 -	101	Location and Block Plan
	201	Existing Drawings
	301	Existing Drawings
	401	Proposed Drawings
	501	Proposed Drawings

- 1.4 The subject proposals were prepared under the objectives of the **National Planning Policy Framework** of February 2019. Of the policies, we were mindful of the following:

Paragraph 11:

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

Section 5: Delivering a sufficient supply of homes.

59. To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

68. Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:

c) support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes.

Section 11: Making effective use of land.

117. 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.

- 1.5 The subject proposals were prepared under the objectives stated in the **Havant Borough Local Plan 2036 Pre-Submission Draft, Policy DR1: Delivery of Sustainable Development.**

Amount of Development

a. This Local Plan makes provision for the delivery of about 10,231 net new homes and about 96,759 net sqm of employment floorspace (Classes B1, B2 and B8) in Havant Borough between 2016 and 2036.

Delivery

b. The Council will plan positively and collaboratively to achieve high quality, sustainable development that meets the Borough's diverse needs for the future;

c. The Council has a clear 'open for business' approach and supports sustainable growth in homes, jobs and services in principle. Planning applications that accord with the policies in the Development Plan will be approved without delay, unless material considerations indicate otherwise;

d. The Council supports in principle innovative development solutions, including self and custom build, which will help to meet the Borough's development needs;

e. The Council is committed to working proactively with applicants to jointly find solutions which mean that proposals for sustainable development are approved, particularly where they address the development needs of the Borough;

f. The Council expects applicants to be similarly proactive towards development proposals in Havant Borough. This will involve working collaboratively with the Council, infrastructure providers, regulators and communities to achieve high quality development. Such collaborative working begins at an early stage, well before the submission of a planning application;

g. The Council is committed to the delivery of the Havant Borough Local Plan 2036 and will use all the available tools at its disposal to deliver development. This will include engagement with Homes England and other bodies to unlock sites which are key to the Plan's delivery. If necessary, the Council will use compulsory purchase powers to assemble sites, bring them forward and ensure that the Local Plan is delivered;

Coordination of development

h. Development proposals will only be permitted where they do not undermine the future development potential of other allocated sites; Innovation and the acceleration of housing delivery

i. Once granted planning permission, homes should be built as swiftly as possible;

j. The use of modern methods of construction, which accelerate the delivery of new homes, is supported in principle; and

k. The Council is supportive in principle of schemes which will provide a diverse mix of housing and cater for new and emerging housing models and innovative products, including self-build and custom-build products.

2.0 Physical Context

- 2.1 The subject site is on the northern side of Hollow Lane, to the west of Elm Grove. The building has been subdivided over the years and No.79 is the only part of the building which is not in residential use.
- 2.2 The premises was previously occupied by 'Simplex Swimming Pools' from July 2017 until the end of their lease in February 2021.
- 2.3 The site is generally flat and level.
- 2.4 The site is just outside of, but adjacent to, the Elm Grove and Menham Road Local District Town Centre, meaning the location is sustainable with good access to facilities.
- 2.5 The site is not within any designated areas or considered by the Environment Agency to be at risk of flooding.

3.0 Social and Economic Context

- 3.1 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.

- 3.2 Mengham is the largest settlement of Hayling Island, with three schools and its own library. It lies to the south of Hayling, approximately 3.5 miles from the Langstone Road crossing to Havant.
- 3.3 The emerging Havant Borough Local Plan 2036 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 within an established residential area with excellent access to Mengham Local District Town Centre. Within fifteen minutes walk of the site there are:
- Schools
 - Local shops
 - Recreational spaces
 - Community facilities
 - Food and drink establishments
 - Professional and medical services
 - Bus stops with regular services
- 3.5 Considering the above, the site is considered to be in a sustainable location.

4.0 Involvement of Local Interests

- 4.1 The purpose of this application is to form a basis for discussion with the local authorities.

5.0 Amount

- 5.1 The existing and proposed floor area is 96.5m².
- 5.2 As part of the proposals, the retail unit is proposed to be sub divided into two apartments.

Apartment A – 37m² with 8m² of amenity space and one parking space.

Apartment B – 59m² with 24m² of amenity space and two parking spaces.

- 5.6 2 bed properties require 1.3 parking spaces each, as well as 2 cycle spaces. Car parking spaces have been provided in line with this requirement; however, there is limited space for long stay cycle spaces on site. Given that the local facilities are within a 2 minute walk, and adequate vehicle parking has been provided, it is deemed appropriate to have short stay visitor cycle provisions only.

6.0 Design

6.1 NPPF Section 12: Achieving well-designed places

“127. Planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁴⁶; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.”

6.2 Character

- The character of the locality is predominantly two storey residential.

6.3 Appearance

- The building and proposed alterations are to match in style and appearance of dwellings in the local area.

6.4 **Scale**

- The scale is to match existing.

6.5 **Layout**

- The layout of the site is to match existing, with bins and parking to the frontage.
- All proposed dwellings meet minimum space standards and would have adequate natural light and amenity space.

6.6 **Planting**

- Planting is to be at the discretion of the owners.

6.7 **Access**

- Pedestrian access to the site is available from the Hollow Lane.
- A bin area is proposed within 25 metres of Hollow Lane.
- Secure short term cycle storage is proposed within 25 metres of Hollow Lane.
- Emergency access is fully available from Hollow Lane.

7.0 Sustainability

7.1 In the recently published *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

Health and Wellbeing

7.2 Recent housing policies been focused on urban areas which provide good access to employment and amenities, but also have higher pollution levels which impact negatively on health. Following the 2020 Covid-19 crisis new ways of living and working have emerged, with smaller communities and rural and coastal locations gaining popularity as places to live. The RTPI argue that the focus should therefore shift to improving key services, amenities, and infrastructure in these areas.

- 7.3 High-quality housing with good insulation, modern facilities, and sufficient living space is vital to health and well-being, as is good access to outdoor spaces. To protect remaining green spaces, buildings should be repurposed and retrofit wherever possible, and should be future proofed against climate change such as flooding and rising temperatures.

7.4 **BRE Home Quality Mark Guidelines:**

Site Survey

- *Assess the condition of the land, including contamination, flood risk, security, privacy and nuisance.*
- *Have an awareness of infrastructure including water and electrical supplies.*
- *Have an awareness of drainage and sewage arrangements.*

Design & Character

- *Engage with the community and other local bodies through consultation and discussion around design decisions.*
- *Design homes that fit in with the local character and for larger developments create public spaces associated with your home.*

Economic Sectors

- 7.5 There is likely to be a permanent shift towards higher levels of flexible and remote working, as opposed to traditional office-based working patterns. Availability of secure and fast internet will therefore be of increased importance. There is likely to be a greater demand for properties with space for a home office.
- 7.6 With less people working from offices, there is likely to be a reduced demand for office space, and consequently a secondary impact on shops and services dependant on footfall from office workers. A similar pattern of shop closures may then follow, as the high street increasingly moves online. Services, particularly in coastal and rural areas will need to refocus on alternative means of generating footfall and income.
- 7.7 In response to the above vacant commercial space should be repurposed for uses which support community resilience and environmental sustainability. Mixed developments could provide facilities for residents to help reduce the need for travel. For example, flexible work spaces within housing development, green spaces, and local shops/groceries stores, which have seen a strong reemergence in popularity since lockdown.

7.8 **BRE Home Quality Mark Guidelines:**

Building Footprint and Layout

- *Encourage the efficient use of a home's footprint, maximising quality external space for occupants without compromising internal space.*

Service Provisions

- *Ensure access to secure and fast internet supplies.*
- *Provide access to support and enable efficient and easy maintenance of key utilities.*

Travel and Transport

- 7.9 As with office space, there is likely to be a reduced demand on transport networks as less people travel to and from work, particularly during rush hour. This is a positive change, in that it could lead to overall improvements in air quality. However, there has also been a reduction in the number of people using public transport which could lead to increased car usage.
- 7.10 Too many urban areas are currently designed around the car. In order to create a permanent shift away from car reliance new development must support greater levels of 'active' transport such as walking and cycling. An increase in general outdoor activity would also help shops affected by reduced footfall.

7.11 BRE Home Quality Mark Guidelines:

Transport Provision

- *Ensure good public transport connections are available and accessible.*
- *Encourage the provision of adequate and safe cycling and pedestrian facilities.*
- *Encourage the provision of car parking /electric charging and or sharing facilities appropriate to the location and local community.*
- *Ensure practical and up to date transport information is available to home owners.*

Local Amenities

- *Basic services such as retail and banking*
- *Local parks and places of leisure*
- *Healthcare and education facilities*

Net Zero Carbon

- 7.12 The ultimate goal is to decarbonise buildings, energy, and transport – so called 'grey' infrastructure. It is difficult to significantly decarbonise buildings beyond using sustainable buildings wherever possible and transport is addressed above. However, a number of possibilities exist for decarbonising energy in relation to 'green'

(vegetated) and 'blue' (water) solutions. Commonly available systems included solar pv and solar thermal panels, greywater and rainwater recycling systems, and air source heat pumps.

7.13 BRE Home Quality Mark Guidelines: Performance Outcomes

Air Quality

- *Provide adequate ventilation that does not compromise thermal efficiency.*

Lighting

- *Provide adequate access to natural light and controllable artificial lighting where necessary.*
- *Suitably locate controls that are accessible and easy to use.*

Noise

- *Utilise insulation and treatment that creates the right acoustic environment.*
- *Consider internal sound insulation.*
- *Design the layout and construction of new houses to minimise the impacts of noise from the local area.*

Temperature

- *Avoid the risk of overheating whilst ensuring well insulated new homes.*
- *Provide adequate and controllable ventilation capable of meeting the varying demands of the seasons.*

BRE Home Quality Mark Guidelines: Predicted In Use Energy

Cost

- *Ensure that cost efficiency is central to the design of your home*
- *Provide access to the relevant information and controls to understand how to optimise the efficiency of your home and how your behaviour influences this.*

Energy Footprint

- *Promote measures to reduce the use of energy that produces CO2 emissions and other pollutants through reduced energy demand.*
- *Investigate the use of appropriate and cost effective renewable energy sources.*
- *Encourage systems that reduce local pollutants.*