

Planning, Design & Access Statement

***'Oak View Nursing Home', 47-49 Beech Road,
West Town, Hayling Island, Havant PO11 0JB.***

***Proposed erection of a first-floor rear (west)
extension and provision of 11 additional rooms,
to achieve a 51-bedroomed care home (Class C2).***



Prepared by
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on behalf of Oak View Nursing Home.

Introduction

This statement supports the full planning application for the proposed erection of an extension at first-floor level to the rear (west) elevation of 'Oak View Nursing Home' (a Class C2 use).

This statement explains the nature and extent of the proposal and how it responds to the local environment, in its built and socio-economic contexts. It has regard to key national and local planning policies relating to additional care facilities and design and should be read in conjunction with the other supporting documents.



The approach to the site from the north, on Beech Road.

Context



The approach to the site from the south, on Beech Road.

This rectangular previously-developed 'brownfield' site of **0.21 hectare** stands to the west of Beech Road on Hayling Island within Havant Borough Council's administrative area, close to a wide range of local services. Fine views are enjoyed westwards to 'Hayling Park'.

Regardless of whether one approaches the site from the north or south along Beech Road, public views of the existing building are constrained by substantial frontage vegetation and the properties that face east to the road. Tall trees to the west of the site foil views of the existing building from

'Hayling Park'. The site is contained at its north and west boundaries by close-board and chain-link fences that are 1.8 and 2 metres in height respectively.

Vehicular and pedestrian access to the site is afforded via ungated driveways near its northeast corner and at the centre of the eastern boundary. Dropped kerbs and surfaced forecourts afford access and parking for **12** vehicles at the front/side of the premises. Clear views to the north and south along Beech Road ensure that vehicles entering and leaving the site enjoy good visibility and are themselves seen clearly by approaching drivers, riders and pedestrians. In their 'Transport Statement' of 12th December 2019 (copy enclosed), Bright Plan Ltd helpfully opined that although four Personal Injury Accidents ('PIAs') '...were recorded in the 5-year period, comprising of 2 'serious'



The application site viewed from the west on 'Hayling Park'.

incidents and 2 'slight' incidents...The serious incident involved a single vehicle colliding with a parked car, which in turn collided with another car' and the incident was unrelated to the '...site access and did not raise a highway safety concern.'. Notably, 'Visibility from the access accordingly achieves the necessary sightlines in both directions'.

Residents and employees of this locality enjoy safe and convenient access to 'Hayling Park' public open space (4 minutes walk away, to the west), the West Town local centre (4 minutes walk to the northwest) where a wide range of services and facilities is offered and Hayling seafront (6 minutes walk, to the south). Beech Road forms part of the route followed by two regular 'Stagecoach' bus services (nos.30 and 31) that are available to take passengers north to Havant town centre or south and then southeast to Eastoke. While it is evident that residents of this locality do not need to use a private car to enjoy good access to services (ie. this is an accessible sustainable location), the provision of secure on-site facilities for bicycle storage would help promote the use of that alternative to the private car as a sustainable transport mode, as is recognised at paragraph 102 ('Promoting sustainable transport') of the 'National Planning Policy Framework' ('NPPF') 2019.



The site, viewed from the east on Beech Road.



The site, viewed from the northeast, on Beech Road.

In his 'Written Ministerial Statement: Planning for Growth' of March 2011, Decentralisation Minister Greg Clark confirmed that the *'Government's clear expectation is that the answer to development and growth should wherever possible be 'yes' except where this would compromise the key sustainable development principles set out in national planning policy'*. Paragraph 11 of the NPPF reiterated that principle, by generating a presumption in favour of sustainable development and the approval without delay of proposals that accord with the development plan.

Paragraph 68 of the NPPF ('Identifying land for homes') records the Government's recognition that *'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'*. Paragraph 117 ('Making effective use of land') states that *'Planning...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.'* Paragraph 118 records that



The site, viewed from the east on Beech Road.

'Planning...decisions should...give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs' and (notably) '...support opportunities to use the airspace above existing...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...and can maintain safe access and egress for occupiers.'

Section 38 of the 'Planning and Compulsory Purchase Act 2004' requires an application to be determined in accordance with the relevant policies of the development plan unless material considerations indicate otherwise; an element of flexibility is provided which enables decisions to be made which may disagree with the development plan. The development plan for Hayling Island comprises the 'Havant Borough Core Strategy' (2011), the 'Havant Borough Local Plan (Allocations)' (2014) document and Supplementary Planning Documents. The policies map of the development plan shows this site within the 'Urban Area' with no special designations and it does *not* fall within a Flood Zone.

Core Strategy Policy CS1 ('Health and Wellbeing') records that *'Planning permission will be granted for development which...Contributes effectively to the opportunities for increasing cycling for all types of trips'*. Core Strategy Policy CS17 ('Concentration and Distribution of Development within the Urban Areas') states that *'Development will be permitted that makes the most effective use of land in the borough by granting planning permission that: 1. Concentrates new housing...and other development within the...urban areas of...Hayling Island...2. Prioritises development on previously developed land, including...underused land and buildings within the urban area.'* The need to make the most effective use of this site, which comprises previously-developed land on Hayling Island, has been a primary influence on the promotion of this proposal. Core Strategy Policy CS9 ('Housing') provides for the grant of planning permission *'...for housing proposals that will...Provide accommodation for the ageing population in sustainable locations, taking account of the need to provide for a variety of care needs and flexibility to accommodate differing requirements of ageing care'*. Local Plan Policy AL1 ('Presumption in Favour of Sustainable Development') asserts that *'When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF)...It will always work proactively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area... Planning applications that accord with the policies in this local plan will be approved without delay, unless material considerations indicate otherwise'*. Havant Borough Council's Core Strategy records acknowledgement that *'Hayling Island has a population of approximately 16,7883 of which approximately 25% are over the age of 65...The proportion of elderly people is expected to rise as the existing population ages and more people move to the island, owing to its attraction as a retirement destination...This age structure presents unique challenges for Hayling Island in terms of the housing requirements and also health infrastructure'*. Core Strategy Policy DM7 ('Elderly and Specialist Housing Provision') generates a presumption in favour of development in the urban areas to meet the specific requirements of the elderly, people with disabilities or other forms of specialised supported housing provision, provided provide five criteria are satisfied.

Table 3 ('C2 Hospitals') of the 'Havant Borough Council Parking Supplementary Planning Document' (2016) is silent on the required provision for nursing and care homes and states that *'...extensions of over 500 sqm will require a site travel plan'* and that *'The maximum car parking limit for staff and visitors will be based on these'*. Table 4C of the Parking SPD (re. 'Older Peoples' Housing') states that *'The resulting level of parking would allow flexibility for visitors, visiting health care professionals, ambulances etc.'* and records the Borough Council's acknowledgement that *'As staff are likely to operate over a 24 hour period, the calculation based on the number of staff should be based on the number typically present on*

the site at any one time...Information to support this should be submitted with any planning application and should form the basis of pre-application discussions...Schemes where residents receive a high degree of support and care will require less parking for residents than general residential homes but will need more parking for staff and visitors.'

The frontage of this part of Beech Road is characterised by buildings in a wide variety of styles and formats (see aerial photograph on cover page). The application site is a substantial one- and two-storey, **40**-bedroomed care home (a Class C2 use, with nos.1-33 at ground-floor and nos.34-41 at first-floor, as no.13 is omitted) for 42 residents with dementia who require a high degree of support/care and do not drive and/or own cars. The existing building has a gross internal area (GIA) of **1102.3m²** and is finished in light-render and buff cladding (north element) and red brick (south element) beneath a hipped slate roof. It has a substantial rear/side amenity area, where views are enjoyed westwards to 'Hayling Park'. **19** full-time staff are presently employed at the site.

Planning permission 06/55601/011 was granted by Havant Borough Council for the erection of one- and two-storey extensions to the east and west elevations of the existing care home building to form a **42**-bedroomed facility, together with associated car parking and the felling of a Beech tree (ie T3 of TPO 1270). The permission commenced in December 2009 but only the ground-floor element was constructed; the first-floor element (ie GIA, **416.9m²**) therefore remains extant. Since the design of the permitted scheme was evidently seen to accord with the key characteristics of this locality and satisfied Havant Borough Council's requirements, it provided a useful model for this proposal.

In the enclosed 'Transport Statement', Bright Plan Ltd helpfully record that car parking surveys conducted on 13th and 17th September 2019 '*...revealed an average...equating to 38 remaining parking spaces within a 200m walking distance of the site*' and '*It is therefore demonstrable that the local road network could comfortably accommodate the shortfall of 16 spaces required by HBC's standards*'.

The pragmatic view is held that the erection of a first-floor extension to the rear of this sustainable urban site, that broadly resembles the extant scheme, would be seen to accord with the characteristics of this locality and not compromise *any* key sustainable development principles of national or local planning policy.

Consultation

In light of the extant consent, no consultations have been undertaken with Officers of Havant Borough Council or neighbours.

Amount, Layout, Scale & Appearance

In light of the favourable presumption set down in the development plan and the extant consent, it is proposed that an extension (GIA **416.9m²**) be erected at first-floor level on the west elevation of the premises to create a further **11** bedrooms and thereby achieve a **51**-bedroomed care home. As a result of the associated internal alterations, accommodation would be afforded for **9** new residents.

Three new full-time positions would be created for local residents. It is envisaged that they would walk or cycle to work.

Respect for the privacy of existing and future residents has been accorded priority in the formulation of this proposal, from concept stage. Upper-floor windows to the proposed shower room in Bedroom E, the en-suite in Bedroom J and both of the north and south

stairwells, would be obscure-glazed and fixed shut below 1.7 metres above floor-level (with clear-glazed openers above). It is proposed that native shrubs be planted along the west boundary of the site, to soften the appearance of the development.

In this configuration and finished in buff cladding with a hipped slate roof, the proposed rear extension would make more efficient use of this sustainable site in a manner that accords with the mixed character of its surroundings and would not result in a detrimental impact on the character of the area or the amenities of neighbours.

Access

The site would continue to be served by the existing access and refuse/recycling arrangements. As the site enjoys unhindered access to Beech Road, no difficulties are anticipated with emergency services reaching the extension or amenity areas garden, but domestic sprinkler systems could be fitted, if required, to minimise the risk of fire. The view is taken that pedestrian and vehicular traffic associated with the proposed extension would not be materially harmful to neighbouring residential properties (particularly nos. 43 and 53 Beech Road) or cause danger/inconvenience to users of the public highway.

The 'Transport Statement' prepared by Bright Plan (enclosed) helpfully records that: *'A study of PIA incidents in the vicinity of the site found no pattern in terms of incident, location, frequency and severity that would be of concern to highway safety in a post development context...The accesses can accommodate manoeuvres by private cars and delivery vehicles...Visibility from the access achieves the required sightlines in both the primary and secondary directions in accordance with the MfS requirements for 30mph roads...The site's internal geometries are such that large service vehicles can negotiate internal roads and perform turning manoeuvres within the site, allowing service vehicles to enter and exit the site in a forward gear...Refuse collection would continue as per the current arrangement with no additional requirements for collections...Bin carry distances between the property and collectors are in line with the maximum thresholds set out in MfS...The proposed development's cycle parking provision has been provided in accordance with HBC's residential cycle parking standards...A Framework Travel Plan has been prepared, setting out a series of measures and initiatives aimed at encouraging staff to use sustainable travel modes when travelling to and from the site...The FTP includes a target to ensure that the percentage of staff travelling to work by private car does not increase from the current 11% ensuring a low demand for staff car parking at the site.'*; *'The application site provides 12 car parking spaces which falls 19 spaces short of HBC's car parking standards, however, the actual staff parking demand would be significantly lower than standards require'...A car parking survey has been undertaken, demonstrating that there is sufficient capacity on the local road network to accommodate the shortfall*" and *'The number of daily vehicle trips generated by the proposed development and the movements during the AM and PM peak traffic hours would have a negligible impact upon local road network in terms of highway capacity and safety'.*

Crime & Anti-social behaviour

No special measures are considered necessary for the prevention of crime or anti-social behaviour.

Noise

The view is held that there would be no significant loss of amenity caused by noise.

Trees & Ecology

No trees or protected species would be harmed by this proposal.

Site Waste Management

Timber will be salvaged where possible and inert waste material would be disposed of to a licensed Hampshire County Council site.

Working Practice

To protect the amenities of neighbours and patrons, the operation of construction machinery on the site will be restricted to 8.00am-6.00pm Monday-Friday, 8.30am-1.00pm on Saturday, with no working on a Sunday or Bank Holidays. All materials and plant would be kept within the curtilage of the site and any trees are to have protective fencing around.

Community Infrastructure Levy

It is understood that Havant Borough Council would not apply a Community Infrastructure Levy (CIL) in this instance.

Conclusion

It is submitted that the requirements of the development plan would be *satisfied* by this proposal, since it would not detract from the existing street-scene; would be in keeping with the mixed character of its surroundings; is of a high standard of design; incorporates materials and design elements sympathetic to local character; would not result in a concentration of such uses in one of the five areas of the borough or an over-concentration within each of these areas; provides safe access for pedestrians, cyclists and vehicular traffic; on-site amenity space with satisfactory outlook is accessible for residents use; respects privacy, outlook and sunlight; laundry rooms, kitchens and refuse storage are located to avoid undue disturbance to the amenities of neighbouring properties; and the prospect of criminal activity and anti-social behaviour has been taken into account.

Development of this site in the manner proposed would achieve more efficient use of this urban land without harm to the character or appearance of the locality or the amenities of neighbours and would play a modest yet valued part in the provision of 11 bed spaces within this southeast sector of Havant Borough. It is contended that this proposal comprises an acceptable form of development that accords with the development plan and no other material considerations suggest otherwise.

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