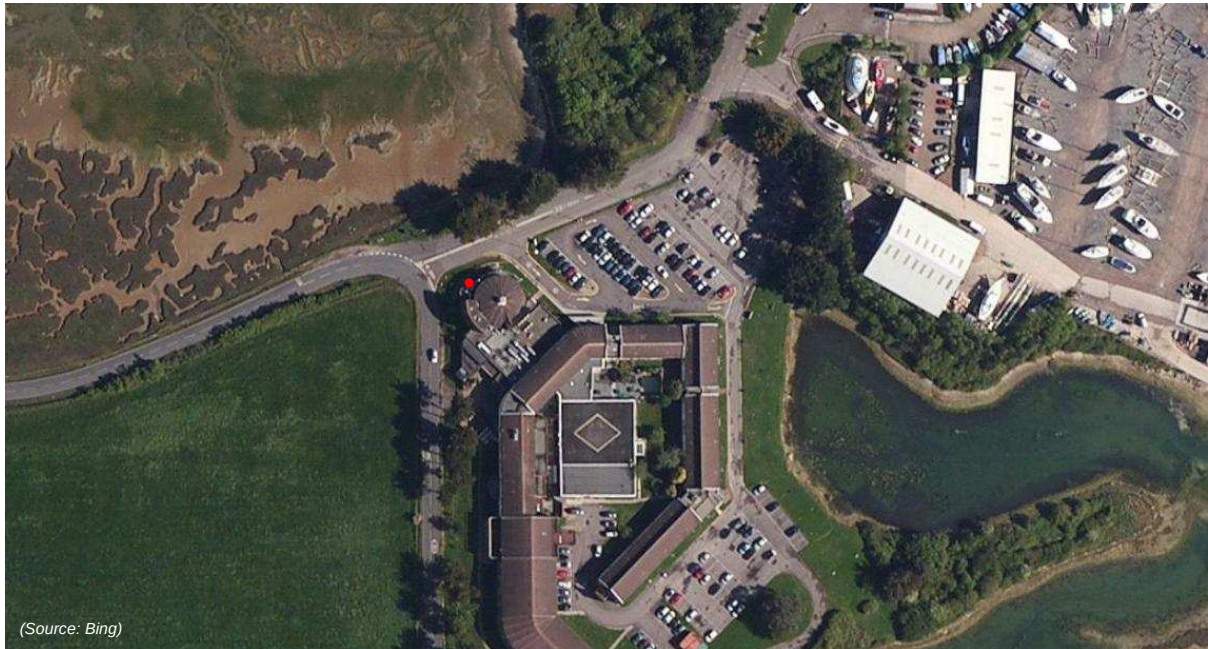


Planning, Flood, Design & Access Statement

***'Langstone Quays', Northney Road,
Hayling Island, Havant, Hampshire, PO11 0NQ.***

***Erection of a single-storey front extension
to restaurant area; reposition frontage wall;
and provide front entrance to a bar area.***



(Source: Bing)

Prepared by
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on behalf of Langstone Quays Ltd

Introduction

This statement supports the full planning application for the erection of a single-storey extension to the front restaurant area of the 'Langstone Quays' hotel in Northney Road, on Hayling Island.

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 extensions to commercial premises and design and should be read in conjunction with the other supporting documents.



The approach to Langstone Quays from the west, along Northney Road,

Context



The approach to Langstone Quays from the south, along Northney Road.

This irregular-shaped previously-developed 'brownfield' site of 2.3 hectare lies to the east of Northney Road on Hayling Island, which is within Havant Borough Council's administrative area.

Fine long views are enjoyed to the northwestern part of Chichester Harbour.

Public views of Langstone Quays from Langstone Road and Chichester Harbour (from the west/northwest) are foiled by substantial frontage vegetation, which forms a dense sylvan backdrop in the approach from Northney Road.

Vehicular and pedestrian access to Langstone Quays is afforded via an ungated driveway near the northwest corner of the site. Surfaced forecourts afford access and parking for many vehicles about the buildings. Clear views to the south and west along Northney Road ensure that vehicles entering and leaving the site enjoy good visibility and are themselves seen clearly by approaching drivers, riders and pedestrians.

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'*.



The approach to Langstone Quays from the west, on Northney Road.

Paragraph 11 of the 'National Planning Policy Framework' (NPPF) 2018 reiterates 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 124 ('Achieving well-designed places') states that *'The creation of high quality buildings and places is fundamental to what the planning and development process should achieve...Good design is a key aspect of sustainable development, creates better places in which to...work and helps make development acceptable to communities'*.

Paragraph 131 generates a presumption in favour of development of *'...innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings'*. Paragraph 172 of the NPPF ('Conserving and enhancing the natural environment') generates a presumption in favour of development in Areas of Outstanding Natural Beauty that conserve and enhance the landscape.



The application subject viewed from the east, on the frontage car park.

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 Havant Borough comprises the 'Havant Borough Core Strategy' (2011), 'Havant Borough Local Plan (Allocations)' (2014) and Supplementary Planning Documents. The policies map of the development plan shows this site outside the 'Urban Area' of Hayling Island (ie within 'countryside') and within the Chichester Harbour 'Area of Outstanding Natural Beauty' (AONB) and 'Coastal Zone'. A 'Site of Special Scientific Interest' (SSSI) and a 'Special Protection Area' (SPA) lie to the north. The application subject is identified as being within Flood Zone 2.

Core Strategy Policy CS5 ('Tourism') generates a presumption **in favour of development that improves existing hotels**. Core Strategy Policy DM9 ('Development in the Coastal Zone') provides for the grant of planning permission for development in the coastal zone which satisfies five (of seven) criteria. Core Strategy Policy CS12 ('Chichester Harbour Area of Outstanding Natural Beauty (AONB)') records that *'Development will be permitted where...'* five criteria are satisfied. Core Strategy Policy CS15 ('Flood and Erosion Risk') states that development in areas at risk of flooding now and in the future will only be permitted where it has been demonstrated that the *'...development will be safe, including the access, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall'*. Policy CS16 ('High Quality Design') calls for development to be of a high standard and to respect its local context.

Local Plan Policy AL1 ('Presumption in Favour of Sustainable Development') records 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.'* and that *'Planning applications that accord with the policies in this local plan will be approved without delay, unless material considerations indicate otherwise'*.

Policy BD1 ('Buildings and Development') of Chichester Harbour Conservancy's 'Chichester Harbour Area of Outstanding Natural Beauty Management Plan 2014-19' calls for development to be appropriate and to conserve/enhance the landscape, wildlife and historic environment of the AONB.

The application subject comprises a substantial 'E'-shaped, two-storey hotel (operated by Langstone Quays Ltd) that stands to the east of Northney Road on Hayling Island, adjacent to Northney Marina. This application relates to the northwest part of the building – it is a circular, two-storey structure that comprises a restaurant at ground-floor [gross internal area (GIA) **210.9m²**] with 96 covers and a function suite above; a patio area (contained by a low brick wall) lies outside the restaurant. The subject building is finished in buff and brown brickwork, beneath a pitched roof of brown tiles; a first-floor balcony (finished in white metal) faces the Northney Road frontage. Notwithstanding the size of the complex, additional floor space is required by the applicant company to service the restaurant.

It is submitted that the provision of an extension to the existing ground-floor restaurant area in the front elevation of the existing hotel would accord with the character of its surroundings and not compromise any key sustainable development principles of national planning policy.

Consultation

No consultations have been undertaken with Officers of the Borough Council or neighbours.

Amount, Layout, Scale & Appearance

In light of the favourable presumption set down in the development plan it is proposed that an extension (GIA, **43.05m²**) be erected beneath the existing frontage balcony, to provide additional floor space to the restaurant area and 28 extra covers (ie 124, in total). Provision is also afforded for a new entrance door in the northeast elevation of the building to serve a new bar area (GIA, **46.72m²**) following relocation of the toilets and for the low frontage wall to be repositioned to the northeast, to enable tables and chairs to be stationed on the adjacent patio.

Respect for character of the Chichester Harbour AONB has been accorded priority in the formulation of this proposal, from concept stage. It is proposed that native shrubs be planted along the new frontage wall to soften the overall appearance of the development.

In this configuration and finished in buff brick the proposed extension would accord with the character and appearance of the host building and its surroundings and would not result in a detrimental impact on the setting of the AONB.

Flood Risk

The proposed development would enjoy unobstructed pedestrian access to Northney Road, should emergency services be required. It is submitted that since the proposal comprises the provision of additional floor space to the existing restaurant, it will not induce flooding or endanger patrons of the premises and no further burden would be put on emergency services.

Crime & Anti-social behaviour

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

Access

The site would continue to be served by the existing arrangements.

Trees & Ecology

No trees or protected species would be harmed as a result of this proposal.

Site Waste Management

Timber will be salvaged where possible. Inert waste material would be disposed of to a licensed Hampshire County Council site and any other waste will be segregated into skips and removed by licensed collectors.

Working Practice

To protect the amenities of 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's, with no working on a Sunday or Bank Holiday. All materials and plant would be kept within the curtilage of the application site.

Community Infrastructure Levy

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

Conclusion

It is submitted that the requirements of the development plan are *satisfied* by this proposal since it would not detract from the existing street-scene; would be in keeping with the character of its surroundings; is of a high standard of design; incorporates materials and design elements sympathetic to local character; has no harmful effects on nature conservation within the Chichester and Langstone Harbour SSSIs, SPA and AONB, Solent Maritime SAC and Ramsar site, any SINC's and Local Nature Reserves; maintains the appearance and distinctiveness of existing settlements and landmarks along the coast; has regard to best practice on the design of new buildings in coastal locations; would not be detrimental to infrastructure for, and quality of, water-based recreation, or be detrimental to the safety of navigation; conserves the special qualities of the Chichester Harbour AONB; 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 and effective use of this previously-developed 'brownfield' land without harm to the character or appearance of the locality or the Chichester Harbour AONB. 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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