

Design, Access and Heritage Statement



: Beachlands 5 Sea Front, Hayling Island

Introduction

This Design, Access and Heritage Statement accompanies a planning application to redevelop this part of the Beachlands site fully in accordance with Havant Borough Council's published desire for regeneration and the Local Authority's, Local Plan (Allocations) adopted 2014.

"Beachlands" is formed of three parts, The funfair (east), The Amusement arcade and Café (central and south), the application site, and the former Bus Stop Facilities building (west).

The funfair is not part of this application, however it is hoped that with the regeneration of the main central south site, this could generate further investment in the funfair and a greater amount of foot fall.

The former Bus Stop facilities building contains public WC's and is ripe for further regeneration. As with the funfair, it is hoped that this planning application will encourage the owners, through the greater use of the Beachlands site though this application, to prepare plans to complement this regeneration goal.

History and Heritage



Figure 1 1914 OS plan showing the Royal Baths on the application site, The footprint of the Royal Baths is entirely within the current building.

Hayling Island being surrounded by water, inevitably has strong links with the sea particularly on its southern coast.

There was an attempt, in the 1820s to turn Hayling Island into a seaside resort. At that time some villages had been transformed into seaside towns, such as Bognor Regis.

However, the attempt to create full resort status was not entirely successful. The Royal Norfolk Hotel was built in 1826. Norfolk Crescent was begun in 1826 but it was never finished. Until the early 20th century Hayling Island remained a place of farmers and fishermen.



Figure 2 Bathing Machines on Hayling Beach

The Beachlands area of Hayling Island seafront did become a tourist destination, originally a holiday spot for the well-off who wished to enjoy the medicinal benefits of sea water and fresh air. Beachlands even boasted a seawater bathhouse during the 1820s, constructed shortly after the island was made more

accessible by the opening of the new bridge.

Hayling Island was discovered by the masses in the 1930's, when the popularity of the motor car made travelling here more convenient. As the Island grew in popularity as a holiday destination, the attractions of safe sandy beaches and good sunshine records were joined by frequent travelling country fairs held at Beachlands. When the site was bought by Billy Butlin in 1924,



Figure 3 Aerial View of the Beachlands Site in 1949

these travelling fairs started to become permanent attractions and the forerunner to the modern fairground that sits on the same site today. One of the biggest attractions of this early fairground was Monkey Island. Set amid a small boating lake, Monkey Island was a rocky outcrop inhabited by live monkeys.

As well as being a place of fun, Beachlands has also served a more serious role. Taken over by the Royal Navy in 1939, Beachlands served as a barracks for the armed forces for the duration of WWII.

Today the fairground, under its modern name of 'Funland', offers attractions rather different to the old Monkey Island including dodgems, under cover amusement arcades, swing boat and a small roller coaster.



Figure 4 The Bus Stop facilities building in its heyday in 1955. Note the large numbers waiting for the next bus to arrive.

West of the funfair is a large amusement arcade with café to the seaward side. Over time the building has grown to the size it is today, being a largely single storey building with an element of residential accommodation on the first floor.

Recent Decline of the Beachlands site



Figure 5 The Beachlands building in 1950, this remains although it has been extended to the south and the upper floor significantly remodelled.

It is regrettable that Hayling Island does not have the same holiday draw as it perhaps used to. The beach is no longer the sandy pit of fun it used to be, and more recent reporting of sewerage companies neglecting their duties to keep surrounding seawater unpolluted has not helped. Lack of investment on site and in the

surrounding location although perhaps inevitable with less trade has led to a need to rethink, renew and regenerate the Beachlands area. It is clear that the local authority has witnessed that the Beachlands area is no longer in its heyday, and opportunities have been missed in the past to regenerate the area to give a more modern offering.

Indeed, this has been a policy within Havant's Local Plan since 2005 and this has remained in all later iterations.

The current local plan has a clear agenda for the regeneration of Beachlands, giving the criteria necessary to be solved to lead to a successful planning permission.

The Current Local Plan

Towards Planning permission.

Havant Borough Council published a document Havant Borough Local Plan (Allocations) adopted 2014 which is still current.

In this policy, Beachlands is specifically mentioned in Policy HY2/HY45

Policy HY2 Hayling Island Mixed Use Allocations			
The following sites are allocated for mixed use development:			
Ref.	Location/Address	Site area	Proposed uses
HY45	Beachlands	2.38 ha	- Housing (125 dwellings)
			- Leisure
			- Tourism
UE21/BD73	Station Road (East of Furniss Way)	2.81 ha	- Housing (75 dwellings)
			- Employment (1,000 sq m)
Planning permission will be granted provided that detailed proposals:			
1. Are broadly consistent with the indicative provision for the number of dwellings and floorspace.			
2. Take account of all site specific development requirements set out in the relevant site profile.			

The document then goes on to give further requirements

Site Name: Beachlands	Site Ref/Policy Number: HY45
Description of site: Prominent site on the seafront at Hayling Island comprising a funfair, amusement centre, tourist information office and car parks.	
Known Constraints: - Proximity to nature designations (Sinah Common SSSI adjacent, 100m from the Solent - Maritime SAC) - Part of site is in future Tidal Flood Zones 2 and 3 - Potential ground quality issues associated with previous and/or current use of site - Site includes or is close to existing sewerage infrastructure - Moderate potential for previously unidentified archaeological deposits - Southern Water have advised that sewerage capacity in network closest to site is limited - Wastewater pumping station located on northern boundary	
Existing Transport Provision: - Local bus services - Hayling Seaside Railway	
Existing Accessibility to Local Services/Facilities: Some shops and cafes on the seafront mainly tourist focused	

Site Opportunities:

- An opportunity to regenerate the heart of Hayling Island's year-round tourism offer
- Watersport opportunities in the birthplace of windsurfing
- New homes including affordable housing
- New jobs in leisure and tourism
- Restore areas used as car parking on the adjacent SSSI

Policy HY45 - Site Specific Development Requirements:

- A coordinated approach needs to be taken to the delivery of this mixed use site
- Proposals should enhance the tourism offer of Hayling Island and contribute to the
- regeneration of the wider South Hayling area
- Heritage Statement, of an appropriate level of detail, to support planning application
- Employment and Skills Plan to support planning application
- Flood Risk Assessment to support planning application
- Avoid residential provision at ground floor level to minimise flood risk
- Investigate ground quality conditions, as part of a planning application, and address any matters arising as relevant
- Connection to the sewerage system at the nearest point of adequate capacity
- Appropriate easement from existing sewage/waste infrastructure
- Mitigate any impacts on European and international wildlife sites and the adjacent SSSI
- Development should not result in increased car parking on the adjacent SSSI
- Transport Statement required to inform planning application
- A 15 metre gap is required between the pumping station and sensitive development, such as residential to avoid significant impacts from noise, odour and vibration
- Need to consider a wider range of flood risk management measures and the possibility of land/road raising

Despite this policy, the Beachlands site is no further forward in the 10 years since policy HY2 was adopted.

It is noted in the above policy it asks that, "*A coordinated approach needs to be taken to the delivery of this mixed use site*" As a major stakeholder and landowner of part of the site, Havant Borough Council is asked to help in this to deliver a suitable planning approval.

Recent Local Authority initiatives since the adoption of HY2

Havant Borough Council commissioned Hemingway Design and Savills to prepare a document: Hayling Island Seafront, Regeneration, Analysis and Feasibility January 2019.

A good example of the Local authority's wishes for the regeneration of Hayling Island Seafront is from the executive summary of a meeting of HBC CABINET on 8th September 2021

Hayling Seafront Strategy – Developing a Regeneration Ambition

3. *Executive Summary*

- 3.1 *Hayling Island Seafront is a key asset for the borough and is much loved. The seafront offers a wealth of opportunities, but also faces some significant challenges. It has a rich natural environment and is a popular destination for visitors, however much of the seafront is dated and requires investment. While its impressive natural coastline is one of the features that makes Hayling unique, its dynamic nature also presents a real challenge.*
- 3.2 *The Council is keen to develop an ambitious but deliverable plan for the seafront. One that takes a 'whole place' based' approach, which looks at all aspects of the Council's service delivery, including the operational management of its assets, how it delivers its coastal and environmental management obligations and its ambitions for regeneration and economic growth.*
- 3.3 *A new seafront strategy for Hayling is being developed and will set out how the Council, working with a range of stakeholders and strategic partners, will take a new approach to proactively managing and enhancing the seafront. This will be developed over the coming months and be brought to Cabinet/Council at a later date.*
- 3.4 *As part of this new strategy, the Council is also keen to develop a regeneration ambition for the seafront. Building on work already done with the local community and supported by a range of technical work, a new draft ambition document has been developed (annex 1). This paper seeks endorsement of the draft document, to enable delivery of a programme of engagement and consultation with a range of stakeholders.*
- 3.5 *Development of a new brand for Hayling Seafront has been identified as an early priority. It is proposed to develop options and engage/consult on those as part of the broader engagement programme on the regeneration ambition*
- 3.6 *This work will form part of the Council's broader work to deliver its ambitious Regeneration Strategy for the borough.*

It is hard to say why Havant Borough Council appeared to drop the Hemingway plan but since 2021 a new plan was prepared with the final iteration entitled AN AMBITION FOR HAYLING ISLAND SEAFRONT February 2022.

Each one of these recent plans Highlight the three important areas of Hayling Seafront as West Beach, Beachlands and Eastoke.

It is understandable that Havant Borough Council is reliant on some investment from sources outside the local authority for the 'Ambition document to be fulfilled. However, they do have total influence over some areas such as Parking controls at all the

locations and the significant land they own at the Beachlands site (west side of the development) to name but two.

It is unfortunate that some of the easy fixes within the ambition document have not been taken up. An example of this is that at the West beach site the ambition was that *“Accommodation could be developed around overnight stay beach huts, Camper Van or Overnight stay, that could site lightly without distracting from the high quality natural environment.”*

Despite this mission statement HBC still place a restriction on overnight stays at the West Beach Car Park as per below:

Motorhome parking

Motorhomes and any vehicle adapted to sleep in will be required to pay £16.20 for any length of stay in charging hours.

Motorhomes or any vehicle adapted to sleep in will be prohibited to park in any Beachlands car park from 10pm-6am, 7 days a week 365 days of the year.

From Havant Borough Councils website.

<https://www.havant.gov.uk/parking/beachlands-parking-charges-and-permits>

In the same vein it is disappointing that despite Havant Borough owning a large proportion of the Beachlands site, they have declined to become part of this development making the part of policy HY2 *“A coordinated approach needs to be taken to the delivery of this mixed use site”*, difficult to achieve. However, Havant Borough Council officers have given reassurances that this position will not jeopardise the ability of this application site to gain planning approval.

The Beachlands Site in Detail

The Beachlands site in HBC’s ambition document is made up of three elements:

- The Fair Ground to the east (Funland)
- The Beachlands amusements and café with parking to the rear, central south. (this is the application site) and,
- The potential redevelopment opportunities site, ensuring strong built frontages and screening areas of parking to the west (currently Seafront Office, Public Toilets and car parking to the rear).

Despite suggestions from council officers about whether the Fair is considered desirable to keep, this would be at odds with the Ambition document and would effectively reduce further the chances of regeneration to the Beachlands area. This application embraces the presence of the fair and it is hoped that with the redevelopment of the Beachlands amusements and café site, the fair can benefit and attract necessary new investment.

Although as previously mentioned Havant Borough Council are not choosing to include their west site into the regeneration of Beachlands, the applicant would be looking to the local authority and highways authority to invest in the roads and pavements north of the application site, as this is outside the applicant’s control and yet within the ambition document is marked *“Public Realm Enhancements at the junction of the Sea Front & Beach Road to create a welcoming & pedestrian friendly Gateway.”*

Local Planning Policy

See Planning Statement

Proposed Site Layout

To the north of the site, the proposal fronts the Beach Road roundabout whilst the buildings will be highly visible from the main thoroughfare, Sea Front and further north along Beach Road. The layout of the building provides a pedestrian opening onto the site and further into the beach itself. The entry to the site has been carefully considered to allow foot traffic onto the site while attracting new users to the site.

The layout of the proposed development has been carefully considered in order to provide an identifiable street presence to the new boardwalk.

The central element of the proposal is the public realm that bisects the two buildings. With the commercial units on its flanks, the boardwalk highlights the beach and ensures the public gravitate towards it. This creates a new flexible space for eating, drinking, markets and events.

This space enhances the gateway experience of Hayling beach and relocates the existing onsite parking helps to re-establish the relationship with the beach.

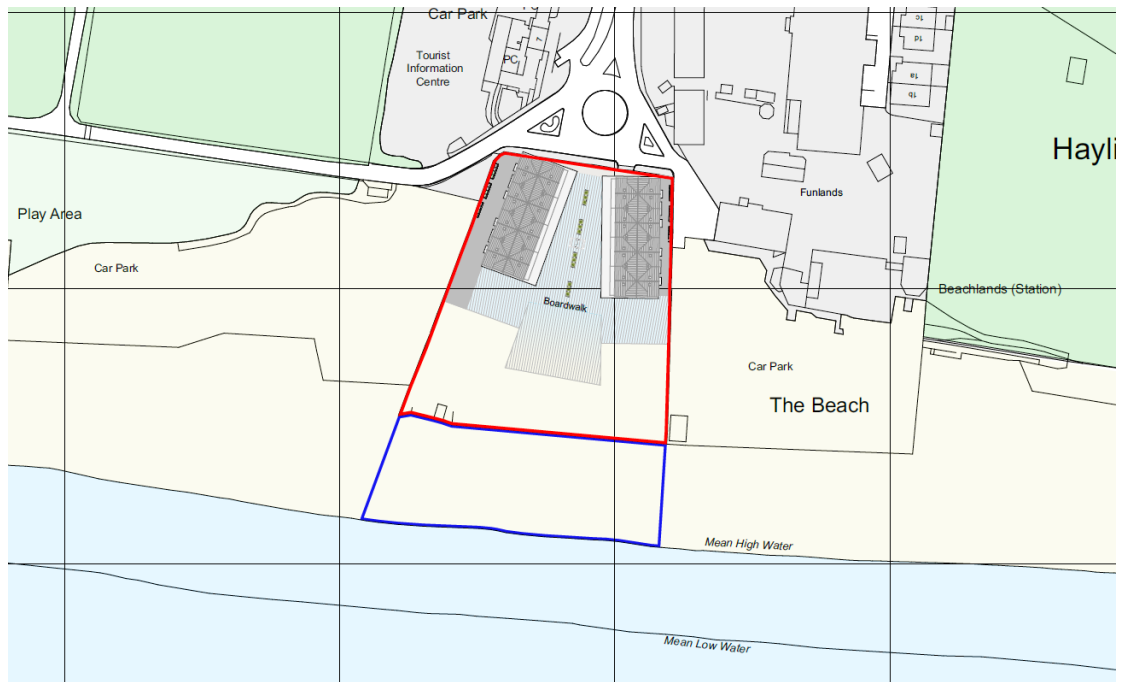
The protection of the unique character of the coastal landscape was a key concern during the design development of this scheme. Therefore, this proposal has been devised to not overly intrude onto the beach but to provide a much-needed interest point to a forgotten and declining area.

Creating an exciting and enhanced seafront and public realm increases the quality of the resident and visitor experience and opportunities for visitor spend time at this hub for tourism. This proposal enhances the Hayling beach experience, supported by a high-quality public realm.

The provision of a new flexible public space for events, outdoor seating and views of the sea is a pedestrian friendly environment that extends the public realm across Sea Front, through the development site and onto the beach, creating a journey that connects Hayling Island with the beach, becoming a destination.

This proposal provides a unique opportunity to not only provide a strong aesthetically pleasing presence along the beachfront but also provides a design that through its layout becomes a core component in the larger redevelopment of Hayling seafront.

Layout



The layout of the proposed development has been carefully considered in order to create an identifiable presence in this important location. This proposal is a gateway to Hayling seafront, creating an arrival destination. a place that offers community uses, food & drink facilities and events space.

The two proposed buildings are mirrored and therefore identical in scale, massing and layout.

The public realm boardwalk is defined by the twin colonnade structures that widen to display Hayling beach. The active frontages are located under a canopy. These frontages create a street feel to the space and ensure the use of the public realm.

As part of this mixed-use development, ground floor commercial units are provided and seek to ensure the sites ongoing usage as a tourist hub. These units are serviced with a deliveries zone on the west of the site. Private access to the commercial units is provided from the non-public zones at the edges of the site.

The upper floors are also accessed from the private area of the site through two accessible lift and stair cores. These cores lead to a connected internal hallway that provides access, and escape from fire, in two directions.

The proposed residential units are all located on the upper floors of the development. The first floor of each building contains 8 two-bedroom flats. The second and third floors contain eight, three-bedroom maisonettes, the main floor of the maisonette contains two bedrooms and the living areas while the master suite is located on the third floor above via an internal staircase.

Every flat has been given a dedicated private balcony, whilst the flats on the first floor facing the public realm boardwalk have been afforded larger and wider balconies that sit atop the covered walkway beneath.

Facing along the length of the beach, the façades has been developed to sit like a viewpoint, the flats being orientated facing either east or west, to give all flats sea views.

Scale and Massing

The proposed development comprises 4no. commercial units and 32no. residential units over 4 floors and has been designed to sit comfortably within the site. The proposed buildings are sited away from the site boundaries and give all residential units seaside views.

In the design process particular consideration was given to the proposals status as an attractive addition to the beachfront landscape. The scale of the buildings has been designed to ensure that they would not dominate that landscape.



The design is unapologetically coastal in nature. The design of the building has been considered with the intersecting pitched roofs breaking up the overall mass of the building. The building does not appear disproportionately bulky and provides a large open spaces for the apartments to look over from both sides.

The structures are bookended by a single central gable giving views to the north and south.

Ecology

The landscaping proposals have been designed in coordination with the Preliminary Ecological Appraisal, Preliminary Roost Assessment and Biodiversity Net Gain documents produced by Arbtech. See full ecological documents for details.

Landscaping

The landscaping proposals have followed site investigations into the quality and make-up of the ground conditions on the proposed development site.

The existing concrete ground conditions will be removed, and beach reinstated under the new boardwalk. Small, planted beds will also be located centrally along the boardwalk to provide a visual break

As the site is located at the seafront, the beach provides public amenity.

Appearance & Materials

It is proposed that the ground floor will be rendered with large glazing breaking up the overall elevations. However, the above storeys façade will be clad with Cedral fibre cement boarding. Its timber effect finish maintains the feel of beach huts at the site. The Cedral cladding will be multi-coloured to continue this, while the colours chosen are regularly used within the vicinity of beaches.

The main form of construction will be built in-situ concrete until the first-floor level. The upper residential floors will be constructed in pre-made SIPS panels. The use of these materials will massively decrease the on-site build time.

The walls at first, second and third floor level have a simplistic glazing pattern, that is repeated throughout. The roof will be standing seam metal clad and has been chosen to provide the scheme with a light compositional element. It will be adorned with skylights to enhance the living spaces of the accommodation units within.

The building will maintain a traditional aesthetic achieved through its palette of materials chosen. The definition within the structure comes from the elevational style which highlights the location of the site.

Overall, the building has been designed with a simplicity and the windows puncture the elevations in a logical arrangement allowing the buildings functionality to be read externally.



Access

The site is accessible on foot from the north but also from the beach to the south. Visitors to the site will be encouraged to use public transport, but parking can be found in beach car parks to both the east and west of the site. The proposed public realm space can be accessed from either adjacent car park or alternatively from Hayling beach itself.

Cycle storage for the residential units can be found in close proximity to the private rear entrances to the flats.

Please see the provided transport statement for full details.

Waste and Cycle Storage

Provision for bin stores, both for the residential units and commercial units, will be provided at the rear of the private access space bordering the boundary fencing. The bin stores will be near the rear entrances of the buildings and are within 30 metres of the highway.

Secure cycle storage for the residential units will also be provided, accessed from the private residential space at the rear of the buildings.