

Planning, Design and Access Statement

The Former Rose in June Public House, Selsmore Road, Hayling Island

Prepared for:

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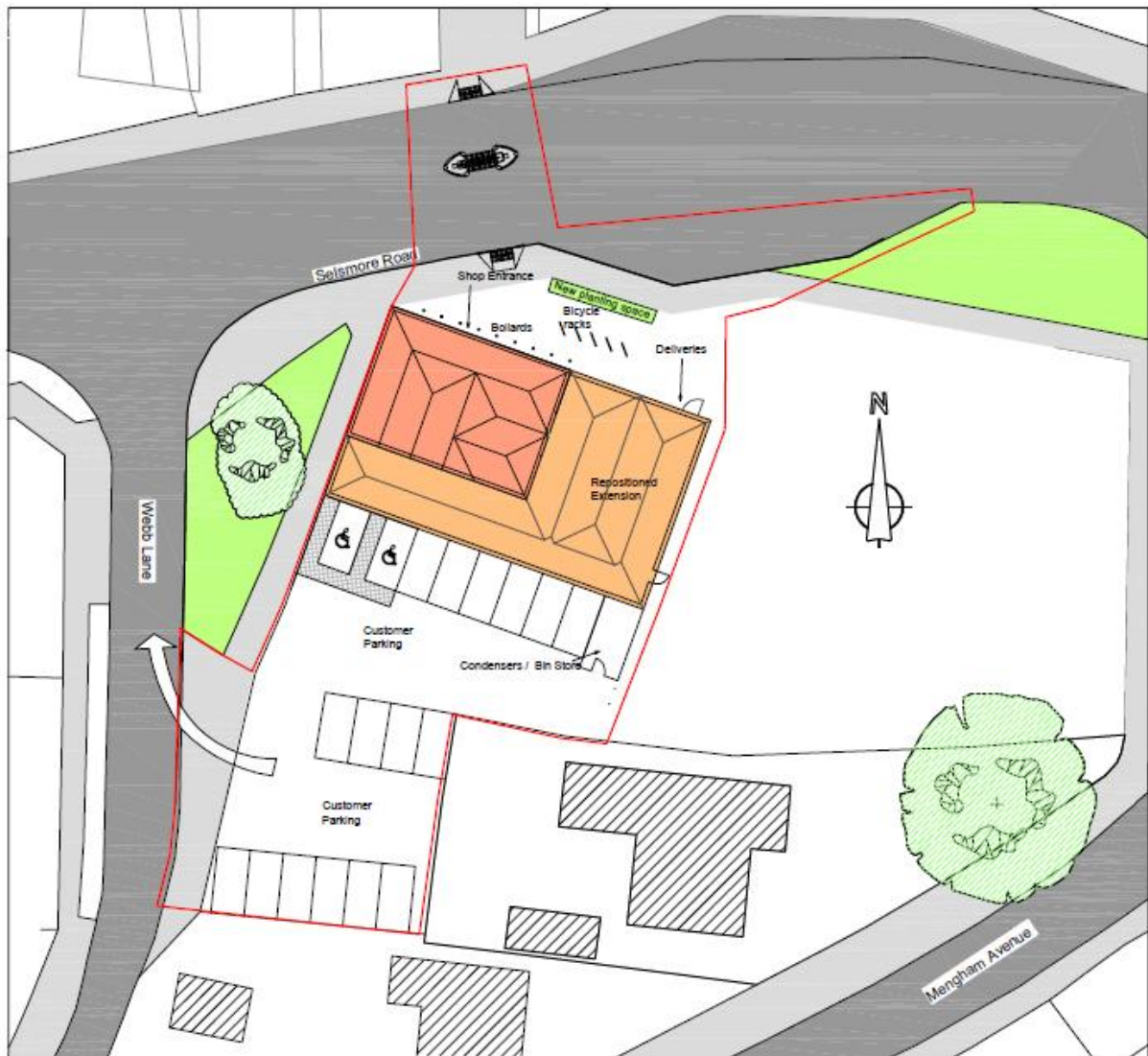
1. Introduction

- 1.1 This full planning application is made on behalf of Monterrey Properties Ltd for the change of use and extension of the former Rose in June public house to form a retail unit. Vehicular access is proposed from Selsmore Road and Webb Lane.
- 1.2 The application site is within the administrative boundary of Havant Borough Council (HBC).
- 1.3 The application site covers a site area of approximately 0.11 hectares and comprises the former Rose in June public house along with a car parking area to the south and access associated with the previous use. The site is within the built up area boundary of Hayling Island.
- 1.4 **Chapter 2** provides details of this application and relevant planning history. **Chapter 3** provides a summary of the community involvement undertaken prior to the submission of the application. **Chapter 4** and **Chapter 5** of this Statement provide an assessment of the application proposals against the development plan and national planning policy. **Chapter 6** assesses the material considerations that are relevant to the proposal. **Chapter 7** provides conclusions to this Planning Statement.
- 1.5 This Statement must be read in conjunction with the associated drawings and all other documentation that forms part of this planning application.

2. The Application Site and Proposals

- 2.1 The proposed development is for a retail convenience store (A1 use class) within the built up area boundary of Hayling Island. The site comprises the former Rose in June public house and the car parking area to the south of the building.
- 2.2 The former public house is a two storey Victorian brick building with steep pitched slate roof with a single storey element to the rear. The site has been vacant for some time and in the intervening period has become subject to vandalism and anti-social behaviour.
- 2.3 Located on a flat parcel of land the building fronts onto but is set back from Selmore Road by an area of hard standing, which is currently used as informal parking. Vehicular access to the site is currently provided via Webb Lane.
- 2.4 Selmore Road and Webb Lane bound the site to the north and west respectively. Neighbouring the site to the east is another car parking area and bounding the site to the east are detached residential properties of 2-3 storeys.
- 2.5 Situated on the opposite side of Selmore Road are the rear parts and parking areas of the properties that front onto Mengham Road. These properties comprise a mix of commercial at ground level and residential on upper floors as Mengham Road forms the local district centre. Development in the wider area to the south, east and west comprises detached, semi-detached and terraced residential dwellings, varying in age, quality and architectural style.
- 2.6 The site's close proximity to the district centre and a range of facilities and services as well as transport links via bus, cycling and walking makes it a sustainable location for development.
- 2.7 The proposed development comprises the erection of a convenience retail store (A1 use class) of circa 349sqm GEA (3,757sqft GEA)/ 325sqm GIA (3,500sqft GIA) with associated access and delivery area, vehicle and cycle parking, bin storage and landscaping. Access for vehicles will be provided from Webb Lane with 18 vehicle parking spaces proposed including disabled spaces and 5 cycle stands. Access for deliveries will be from Selmore Road with a lay-by proposed along this road for deliveries. The retail store will be formed from the change of use and extension of the former Rose in June public house.

Site Plan



3. Pre-Application advice

- 3.1 Paragraphs 188 and 190 of the National Planning Policy Framework (NPPF) state that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. It identifies that good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community. It also states that the more issues that can be resolved at pre-application stage, the greater the benefits.
- 3.2 Pre-application advice and dialogue has taken place with Havant Borough Council on the proposed development. A pre-application meeting was held on 18 June 2012 with the Council. Comments received confirmed that the proposed use would be acceptable in principle.
- 3.3 With regard to the retail use, it was advised that a sequential test would not be appropriate in this instance for a number of reasons. Firstly, planning permission would not be required for a simple change of use from A4 to A1 as this is defined as permitted development under the provisions of Class A of Part 3 of the Town and Country Planning General Permitted Development Order (GPDO) (1995) as amended (2005). Secondly, the proposed additional floorspace is less than the existing floorspace. Finally, the site is located in South Hayling which the Council has confirmed is identified as an area in need of regeneration in policy CS6 of the Local Plan (Core Strategy). The Council recognises that the public house on the site has been vacant for a number of years and the proposal offers the opportunity to make efficient use of this site and bring the existing building back into active and beneficial use.
- 3.4 It was confirmed that details of how deliveries would occur would need to be detailed in any application. In addition it was confirmed as the entrance would need to be adjusted a S278 application will be required. Additionally, it was highlighted that car parking standards would need to comply with the relevant standards and any reduction in spaces justified.
- 3.5 With regard to design the Council considered that the existing building should be retained as it contributes to the local character. It requested that consideration be given to ensuring any extension is sympathetically designed to complement the existing building and the extension is of a suitable scale and design. It also advised residential amenity of neighbouring dwellings needs to be carefully considered to ensure no disturbance with adequate planting and screening proposed. It confirmed socially acceptable hours of opening and delivery would

also be required.

- 3.6 In response to these comments it has been ensured that the existing building has been retained with a sympathetic extension and design proposed which respects the original building. The extension to the building has been proposed to the front of the site to ensure no overshadowing of existing neighbouring properties and is of a scale and height which complements the existing building and makes best use of the site. The site layout provides safe and easy access for pedestrians, cyclists and vehicles. The materials proposed reflect that of the existing building with windows retained where possible. Full details of the design proposed is contained in Section 8 of this statement.
- 3.7 Parking has been provided in accordance with standards and highways and access has been carefully considered to ensure customers, deliveries and maintenance operators can access the site easily and safely. A Transport Statement accompanies the planning application detailing the specific transport related proposals for the site with a clear justification for these.

4. Summary of Community Involvement

- 4.1 Planning shapes the places where people live and work. The planning system also helps protect and enhance the character of places that are locally valued. Paragraph 66 of the NPPF states that applicants will be expected to work closely with those directly affected by their proposals to evolve designs that take account of the views of the community. Proposals that can demonstrate this in developing the design of the new development should be looked on more favourably.
- 4.2 Monterrey Properties Ltd recognises that it is crucial that people should be given the opportunity to take an active part in the planning process and therefore community consultation has been undertaken in the preparation of this application in accordance with the Council's Statement of Community Involvement. This chapter provides details of the community consultation undertaken and responses received.
- 4.3 The objectives of all consultation activity undertaken in conjunction with the proposed scheme were to:
- Identify key consultees
 - Ensure identified consultees are fully engaged
 - Raise awareness of potential development plans for the site, ensuring open and honest communication and understanding
 - Communicate in an effective and transparent two-way manner
- 4.4 The following consultations were undertaken with key consultees to inform the planning application, including:
- Letters to local Councillors informing of the proposed development and follow-up telephone calls
 - Leaflets to local residents within close proximity to the site to inform of the proposed development and seek comments
- 4.5 Comments were received in response to the consultation, suggesting alternative uses for the site including the reinstatement of the public house use. One comment welcomed proposals for an alternative choice to the existing retail provision in the area. Questions were raised

about traffic and parking impacts and the impact of more foot traffic crossing Selmore Road.

- 4.6 In response to the comments raised, the previous use of the site is not viable, which is demonstrated by the length of time that the site has been vacant and the previous application submitted on the site. The proposed use provides an opportunity to provide a local community facility and make efficient use of the site whilst reusing the existing building.
- 4.7 Parking will be provided in accordance with the Council's standards. In addition, it is anticipated that many of the trips to the retail store will be generated by 'linked' trips to the local district centre. As such, the proposed development is not expected to generate significant additional amounts of traffic and therefore will not have a detrimental impact on the current traffic situation.
- 4.8 An upgraded crossing point is proposed as part of the development to facilitate the safe passage of pedestrians and cyclists to and from the retail unit and to allow safe and direct linked trips between the site and the district centre.
- 4.9 Comments were also received on residential development on the site. There is however no residential proposed as part of the development.

5. Conformity with the Development Plan

- 5.1 This chapter outlines the relevant policies of the development plan and assess whether the proposed development is in conformity with the development plan policies.
- 5.2 The **Development Plan** comprises:
- The 'saved policies' of the Havant Borough District Wide Local Plan (HBDWLP), adopted September 2005. Those saved policies were confirmed by Direction of the Secretary of State in September 2008; and
 - The Havant Core Strategy, adopted March 2011.
- 5.3 The Council has undertaken consultation on its Allocations Plan Development Plan Document (DPD) which, if found sound, is expected to be adopted in December 2013. The Council has also produced a Community Infrastructure Levy Charging Schedule which it expects to adopt in February/ March 2013.
- 5.4 With regard to the proposed development there are no specific Saved Policies in the Local Plan of direct relevance to the proposal. Therefore policies in the Core Strategy are those that have been considered here.

Havant Borough Core Strategy March 2011

- 5.5 The Core Strategy contains a number of objectives including the need to ensure new development maximises economic, social and environmental regeneration for the Borough and the requirement to ensure all new development is built to a high quality sustainable design. With regard to Hayling Island page 11 of the Core Strategy highlights that this area is in need of redevelopment and regeneration and that currently overall employment opportunities on the island are limited and therefore many people commute off the Island to work. Specifically with regard to retail provision, paragraph 3.46 of the Core Strategy identifies that many local residents have limited opportunities to travel off the Island to shop and therefore rely on the facilities provided on the Island. In addition paragraph 9.17 of the Core Strategy identifies that Hayling Island is home to more than 17,000 people, but has a limited range of facilities. Policy CS6 of the Core Strategy states that planning permission will

be granted for development which positively contributes by type of use and design and by its comprehensive approach to the social, economic and/or physical regeneration of the borough, particularly when it is focussed in key locations including South Hayling Island.

- 5.6 The proposed development will positively contribute towards the social, economic and physical regeneration of south Hayling Island by bringing back into active use a currently redundant site. Existing parts of the building are in a poor state of repair as confirmed by the submitted building report and will benefit from replacement and repair. The proposed development will provide a local facility to meet retail needs on the Island as well as increasing choice in the area. It will also provide employment opportunities and enhance the local economy by linking to the district centre. Public realm and physical improvements will occur as a result of the reuse of the site, associated landscaping and upgrading of the central crossing point in Selsmore Road to provide a link to the district centre. In addition the site is located in a sustainable location being easily accessible by public transport, walking and cycling and providing the opportunity for linked trips.
- 5.7 In accordance with policy CS4 of the Core Strategy the proposal will enhance the vitality and viability of the existing district centre of Mengham by providing a retail convenience store linking to this centre to meet local need and increase consumer choice. This is a key benefit given the identification in paragraph 3.46 of the Core Strategy that many local residents have limited opportunities to travel off the island to shop. In addition the proposal presents the opportunity to not only bring back this redundant brownfield site into active use with the provision of a local facility, it also presents a key opportunity to link to Mengham district centre and provide linked trips which will help to enhance the vitality and viability of the centre. The upgrading of the central crossing point across Selsmore Road linking the site to Mengham centre is proposed which will facilitate the easy passage of pedestrians and cyclists between the site and centre. This and the redevelopment of the site will also result in regeneration benefits and an improved public realm which is a key requirement for this area identified in paragraph 3.46 of the Core Strategy. The proposed development is of a scale designed to serve and meet local convenience retail needs and therefore in a suitable location. The retail store will provide basket shopping to serve those living within close proximity to the site as well as serving customers who visit Mengham centre. Due to the scale of the proposed development it will not have an adverse impact on existing retail provision and is not designed to compete with larger types of provision.
- 5.8 With regard to retail sequential and impact assessments, in accordance with the discussions with the Council at the pre-application stage, these would not be appropriate in this instance due to a number of reasons. Firstly, planning permission would not be required for a simple

change of use of the building from A4 to A1 as this is defined as permitted development under the provisions of Class A of Part 3 of the Town and Country Planning General Permitted Development Order (GPDO) (1995) as amended (2005). Rather than take the approach of changing the use through permitted development rights, the applicant has sought to take the opportunity to provide a sympathetic and well designed development and to engage with the Council and local community to ensure the delivery of a high quality local facility which is acceptable in terms of residential amenity, parking, access and design. Secondly, the proposed floorspace for the retail unit is less than the existing floorspace. Retail sequential and impact assessments are required where floorspace is new or proposed to be increased. Thirdly, the site is located in South Hayling Island which the Council in policy CS6 of the Core Strategy identifies as an area in need of regeneration. The public house on the site has been vacant for a number of years and the proposed development will retain this building and bring it back into active use by providing a local facility. This will also result in wider economic, social, environmental and public realm benefits.

- 5.9 With regard to design policy CS16 of the Core Strategy states that planning permission will be granted for development that is designed to a high standard, which helps create places where people want to live, work and relax. Development is required to respond to and respect local context, be well connected to and integrate with the immediate and wider local area by linking to existing pedestrian and cycle routes and ensure that it does not cause unacceptable harm to the amenity of neighbours. Development must produce a positive relationship between buildings, streets and spaces, contribute to the improvement of the public realm, be inclusive and mitigate negative environmental impacts.
- 5.10 The proposed change of use and extension will result in a design in keeping with the existing building through sympathetic design of the extension, retention of the existing building and use of high quality materials reflecting the existing fabric. It will provide an active edge onto Selsmore Road and Webb Lane with on-site car parking proposed to the rear to ensure a safe and convenient access point. Bin storage and delivery access has also been appropriately positioned. Careful consideration has been given to the overall design to ensure the building can be retained with landscaping proposed to improve the public realm. Full details of the design rationale and proposed materials are contained in Section 8 of this Statement. The site is brownfield land and located in a sustainable location being close to a range of services and facilities and located next to Selsmore Road providing easy access and transport links via foot, cycle, bus and car. The upgrading of the crossing point on Selsmore Road is proposed to link the site with the district centre so people can undertake linked trips and have a wider choice of retail provision that is accessible. The design, landscaping and access improvements proposed will result in an improvement to the public realm and ensure the

development is inclusive. Resource efficiency will be achieved through the careful selection of materials and reuse of existing materials in the building. Waste and recycling facilities will be provided on site. Opening hours for the store are proposed to be 7am – 11pm seven days a week.

- 5.11 The eastern part of the site does not form part of the planning application. If proposed for development this will form a separate planning application. Any use proposed on the site will take account of and be complementary to the proposed use in this application.
- 5.12 Policy CS17 of the Core Strategy states that development will be permitted that makes the most effective use of land by granting planning permission that concentrates development including retail within key areas including Hayling Island and prioritises development on previously developed land including redundant, derelict or underused land and buildings within the urban area. The site is within the urban area of Hayling Island and is previously developed land. The development will result in the reuse and repair of a redundant building and will bring it back into a use of benefit to the community. As such the development proposal represents a key opportunity for the local area.
- 5.13 Policy CS19 of the Core Strategy states development will be permitted where it ensures that it makes the most effective use of existing infrastructure, the delivery of new infrastructure if required is provided and new infrastructure will support the local economy. The site is located in a sustainable location providing access by foot, cycle, bus and car which links to the district centre and further afield. An upgrading of the central crossing point is proposed on Selsmore Road to connect the site to the district centre and provide easy and safe access between these two points. This will improve accessibility to the site as well as supporting the local economy through linking with the district centre.
- 5.14 With regard to transport and access policy CS20 states that development will be permitted that is consistent with and contributes towards the implementation of the reduce, manage and invest strategy, does not increase congestion and promotes better use of transport networks, improves accessibility to goods and services, provides transport management measures, ensures that highway design responds positively to the characteristics of the area and delivers a high quality public realm, maintains or improves the range of transport modes accessible and improves highway, cycling and pedestrian links. In addition policy CS1 of the Core Strategy states that planning permission will be granted for development which supports increased footpath and cycle use through the design of development, linkages and signage. Policies DM11 and DM12 require opportunities to be taken to increase integration of sustainable travel modes and availability of non-motorised modes, and to mitigate travel

impacts. Policy DM14 refers to car and cycle parking and states that development will only be permitted where it provides parking for cars, motor cycles and cycles in accordance with the relevant standards and such parking provision must be appropriately located in relation to the development and be practical for its intended use.

- 5.15 Parking for the site, including disabled spaces, is provided off Webb Lane which provides an existing access to the site and ensures cars can enter and exit the site on a road with less traffic. Adequate parking provision in accordance with Hampshire County Council (HCC) Parking Standards is provided with a total of 18 car parking spaces including two disabled spaces for a retail convenience store of 349sqm GEA. Cycle spaces are also provided. For food retail stores the HCC guidance identifies a maximum standard of 1 space per 14sqm for food retail stores and greater of 1 space per 6 staff or 1 per 300sqm GEA for long stay cycle parking and 1 stand per 200sqm GEA for short stay cycle parking. Appendix 1 of the HCC Parking Standards however states that several local factors can influence the calculation of parking spaces required and that a reduction of parking to 75% of the required level will be acceptable in areas of high accessibility. In addition the HCC standards are broad brush and apply to food retail regardless of being a large supermarket or a local convenience store. Convenience stores such as the one proposed would constitute basket shopping and be more local in nature, thus not necessitating the same proportion of vehicle usage or length of time for each trip as a larger supermarket would. In addition the site is located in a sustainable and highly accessible location which can be reached by car, public transport (bus stops located outside the site), walking and cycling. There is also an existing public pay and display car park on the other side of Selsmore Road. It is proposed that a pedestrian crossing linking the site to Mengham District centre is implemented opposite the site to provide a safe and convenient access. Due to the location of the site, existing public parking provision, and the size and type of retail convenience store proposed, it is considered that a reduction in the level of car parking to 75% of the maximum is justified (the maximum requirement is 25 spaces). Cycle parking is proposed in accordance with the required HCC level. The supporting Transport Statement provides the full justification for the level of parking proposed.
- 5.16 A traffic splitter island and chevron markings are currently implemented on Selsmore Road within the region of the application site's frontage. The existing splitter island is located on a pedestrian desire line linking to a public footpath leading to Mengham district centre. An upgraded pedestrian crossing/ refuse island linking to Mengham District centre is proposed as part of the development which would formalise the existing traffic splitter island and utilise the existing dropped kerbing with the addition of tactile paving proposed for both sides of the carriageway. The existing 'get in lane' sign at the traffic island is proposed to be relocated to allow more efficient and safe pedestrian movements. Pedestrian accessibility is a particularly

important travel mode for the convenience store proposal and would provide a wider benefit to existing local residents. The footway and pedestrian crossing would be designed and built in accordance with the HCC's current highway standards. The proposed crossing facility is explained in more detail in the accompanying Transport Statement. Cycle spaces will be provided within the site along with bin storage for refuse and recyclables.

- 5.17 With regard to vehicle access, the proposed development would include the stopping up of the two existing vehicle accesses, to be replaced with a single centralised rear access for vehicles/ customer parking on Webb Lane. The proposed access would take the form of a 5m vehicle crossover. Visibility splay of 2.4m x 43m will be achieved for the proposed development's access in accordance with Manual for Streets guidance. This access is located far enough away from the junction to offer maximum visibility splays and provide a safe entry and exit point for vehicles to leave in a forward gear.
- 5.18 With regard to deliveries, servicing of the public house would have previously taken place from the kerbside with the lack of sufficient manoeuvrable space for an HGV in the rear car park. For the proposed development a layby is proposed along the front of the site. This layby/ loading area has been designed so that the flow of traffic along Selmore Road would not be impeded and to ensure safe and efficient loading and unloading can take place.
- 5.19 A scope of works has been agreed with HBC highways department, outlining the approach to dealing with various elements specific to highways. Full details of the transport proposals are provided in the Transport Statement accompanying the planning application.
- 5.20 With regard to developer contributions policy CS21 states development will be permitted if on-site and/or off-site infrastructure requirements are met. The Council has recently produced a Community Infrastructure Levy Charging Schedule which has been found sound at Examination and if adopted will be the mechanism by which contributions will be collected excluding site specific requirements. The proposed development includes the provision of an improved central crossing point across Selmore Road to aid connectivity and provide safe and easy access. Existing and predicted traffic flow details are proposed in the accompanying Transport Statement which should be read when determining transport contributions payable. Any required S106 contributions will be negotiated with the Council as part of the determination of the planning application.
- 5.21 With regard to the site's former use, this loss was accepted by the decision of planning application 09/55136/002. The Council confirmed at the pre-application meeting that this was still the case. The public house has now been closed and boarded up for a considerable

number of years and the proposed redevelopment will allow this redundant site to be bought back into active use for the benefit of the community and local economy.

- 5.22 Policy CS7 of the Core Strategy states that planning permission will be granted for development that has been informed and shaped by community and local stakeholder involvement. As detailed in section 4 of this report, community consultation on the proposal has been undertaken in the form of letter and leaflets to local residents. Feedback and comments received have been considered as part of the development proposal.
- 5.23 With regard to the adjoining site, policy DM6 of the Core Strategy states that proposals will only be permitted where they do not undermine the future development potential of adjacent sites. The remainder of the site not proposed here for development is planned to be developed at some point in the future. The retail use proposed here will not compromise the ability of the remainder of the site to accommodate a range of uses which compliment surrounding existing development. Specifically the proposed development will not compromise access to the remainder of the site, result in any noise or odour issues and will not be of a scale and orientation which will cause overshadowing, dominance or overlooking of future proposals. Any development proposed on the remainder of the site will be the subject of a separate planning application.
- 5.24 Policy DM8 of the Core Strategy requires development to provide new landscape works that integrate successfully with the local environment and existing natural features, using local materials and plant species. The proposed development incorporates landscaped areas to provide greening and an overall aesthetically pleasing environment. Materials proposed to be used compliment those in the locality and every opportunity will be taken to reuse materials. The development will result in an overall positive improvement to the natural and built environment.
- 5.25 All required surveys and assessments have been submitted in support of this planning application.

Summary

- 5.26 This chapter has demonstrated that this full planning application will be in conformity with the development plan policies set out in the saved policies of the Local Plan and the Core Strategy. The proposals will achieve a high quality, sympathetic and sustainable development which will provide a local facility on a suitable and available site.

6. Conformity with National Planning Policy

- 6.1 National planning policy is a material planning consideration; this chiefly includes the recently published National Planning Policy Framework (NPPF), as set out at paragraphs 2, 12 and 13 of the NPPF. The NPPF largely replaces Planning Policy Statements and Planning Policy Guidance.
- 6.2 Paragraph 214 of the NPPF states that for 12 months from the day of publication of the NPPF, decision takers may continue to give full weight to relevant policies adopted since 2004 even if there is a limited degree of conflict with the NPPF. The footnote (no 39) to Paragraph 214 is explicit that this refers to development plan documents adopted in accordance with the Planning and Compulsory Purchase Act 2004. This is applicable in the case of the Core Strategy which was adopted in 2011, however the Local Plan was adopted in 2000 and therefore produced under the old regulations.
- 6.3 Accordingly, Paragraph 215 applies with respect to the Local Plan whereby 'due weight should be given to relevant policies in existing plans according to their degree of consistency with this Framework'.
- 6.4 The NPPF contains an overarching theme on the presumption in favour of sustainable development and states that Local Planning Authorities should approve development proposals that accord with the development plan without delay. The proposed development would contribute towards sustainable development, providing a local convenience retail store on a brownfield site in an accessible and sustainable location which is surrounded by residential development and in close proximity to a range of local services and facilities. The proposed development will contribute to building a strong and competitive economy, support strong, vibrant and healthy communities by providing an accessible local service to meet community needs and contributing to the protection and enhancement of the natural and built environment through the re-use of brownfield land within an urban area in accordance with Paragraphs 6, 7 and 9 of the NPPF.
- 6.5 The proposal upholds the core planning principles set out at Paragraph 17 of the NPPF including:

- Delivering sustainable economic development and responding to opportunities for growth (3rd core planning principle)
- Seeking to secure high quality design (4th core planning principle)
- Promotes the vitality of our main urban areas (5th core planning principle)
- Takes full account of flood risk (6th core planning principle)
- Development of the land is of lesser environmental value, therefore, is suitable for development (7th core planning principle)
- Encourages the effective use of land by re-using land that has been previously developed (8th core planning principle)
- Focuses development in a sustainable location which can make the fullest use of public transport, walking and cycling (11th core planning principle)

6.6 Paragraphs 18 and 19 of the NPPF state the Government is committed to securing economic growth in order to create jobs and prosperity and ensuring that the planning system does everything it can to support sustainable economic growth. It also states that significant weight should be placed on the need to support economic growth through the planning system. The proposed development will deliver economic growth and support the local economy and community through the provision of employment opportunities and a local service. The site is brownfield and located in a sustainable location being in an urban area in close proximity to a range of complimentary services and facilities, housing and transport links including pedestrian, cycle and bus. The proposal has the additional benefit of linking to the district centre to provide linked trips and facilitate choice for the local community to meet day to day needs.

6.7 Paragraph 197 of the NPPF requires applications to be considered in the context of the presumption in favour of sustainable development. As highlighted the site will provide a retail unit to serve the local community on a brownfield site in a sustainable location. Delivery of the development will provide economic benefits including job creation and the provision of a facility for the local community.

6.8 With regard to new retail development paragraph 26 of the NPPF states that retail sequential tests and impact assessments should only be required where proposals for retail uses are not in accordance with an up to date plan. The proposal is for a local shop which will contribute to the economic, social and physical regeneration of south Hayling Island in accordance with policy CS6 of the Core Strategy. The Core Strategy also identifies that residents have limited choice of facilities and many are unable to commute off the Island (paragraphs 3.46 and 9.17) therefore the proposed development offers an opportunity to address this. In addition as highlighted in section 5 of this report, planning permission would not be required for a simple

change of use of the building from A4 to A1 as this is defined as permitted development under the provisions of Class A of Part 3 of the Town and Country Planning General Permitted Development Order (GPDO) (1995) as amended (2005). Rather than take the approach of changing the use through permitted development rights, the applicant has sought to take the opportunity to provide a sympathetic and well designed development and to engage with the Council and local community to ensure the delivery of a high quality local facility which is acceptable in terms of residential amenity, parking, access and design. In addition the proposed floorspace for the retail unit is less than the existing floorspace.

- 6.9 With regard to transport, paragraphs 32 and 35 of the NPPF states that developments should be located and designed where practical to accommodate the efficient delivery of goods and supplies; give priority to pedestrian and cycle movement, and have access to high quality public transport facilities; create safe and secure layouts which minimise conflicts between traffic and cyclist or pedestrians, avoiding street clutter; and consider the needs of people with disability by all modes of transport.
- 6.10 The proposed development is located in a sustainable location being on a main road through Hayling Island and in close proximity to the district centre. The site is well served by public transport with bus stops outside the site and cycle and pedestrian links. The proposed access of Webb Lane for customers provides a safe and convenient route into the site. The delivery lay-by has been designed to accord with the required highways standards and provide an access which is safe and does not obstruct the local highways network. Adequate visibility and sight lines are provided for all vehicles to access and exit the site safely and conveniently. Pedestrian and cycle access is provided to the site and the central crossing point on Selsmore Road is proposed to be upgraded to provide a safe and easily accessible point for crossing. It will also link the site to the district centre, thereby facilitating linked trips and contributing to the enhancement of the local economy as well as providing choice to the local community. Cycle parking in accordance with the required standards is also provided within the site. Vehicle parking spaces have been provided in accordance with the required standards and include provision for disabled users. A public car park is also available opposite the site. The full transport rationale for the proposed development is provided in the supporting Transport Statement.
- 6.11 Paragraph 57 of the NPPF states that it is important to plan positively for the achievement of high quality and inclusive design for all development. Decisions should aim to ensure that developments will function well and add to the overall quality of the area, establish a strong sense of place, optimise the potential of the site to accommodate development, respond to local character and reflect the identity of local surroundings and materials, create safe and

accessible environments and be visually attractive as a result of good architecture and appropriate landscaping. In addition, paragraph 111 states the decision should encourage the effective use of land by re-using land that has been previously developed.

- 6.12 The proposed development will reuse the former Rose in June public house with sympathetic and high quality extensions proposed which respects the original character of the building. The front of the building will be retained as the principle entry and exit point with sympathetically styled doors and windows retained. This will provide an active edge on to Selsmore Road and Webb Lane. Internally the first floor will be removed to provide the required head room for the retail unit. The materials proposed to be used include red brick, slate and timber. The site is brownfield land and is not subject to any environmental constraints and is suitable and available for development. The site presents a key opportunity for a high quality scheme which provides a local facility. The extensions have been carefully considered to ensure no potential overlooking or loss of light to neighbouring dwellings. Car parking is proposed to the rear of the site to serve customers. Bin storage and delivery access has also been carefully considered with a lay-by provided in accordance with the required highways standards. Landscaping is proposed to provide a visually attractive and 'greened' development.
- 6.13 The proposed development presents the opportunity to bring back into use a dilapidated site and to provide economic benefits to the local economy through a well considered and high quality development. The design evolution of the development has developed through discussions with the LPA and in response to the identified constraints and opportunities. Specifically the proposed development has been designed to ensure the original building can be retained and adapted for the required use. Materials and the overall design has been chosen to reflect the immediate site and wider character of the area. The development results in an efficient and effective use of the site. The importance of achieving good design is set out in more detail in Section 8 of the statement to satisfy the requirements of the NPPF, notably paragraphs 56, 57 and 60 to 66. These state that it is important to plan positively for the achievement of high quality and inclusive design for all development and that decisions should aim to ensure that they function well and add to the overall quality of the area, establish a strong sense of place, optimise the potential of the site to accommodate development, respond to local character and reflect the identity of local surroundings and materials, create safe and accessible environmental and be visually attractive as a result of good architecture and appropriate landscaping. The effective use of land is also encouraged by reusing land that has been previously developed.
- 6.14 With regard to opening hours, the following are sought:

Monday – Sunday: 7am – 11pm

- 6.15 The land to the east of the site does not form part of the proposed development. It is however envisaged that it will be proposed for a complimentary use. Any development proposal on this area of the site will be detailed in a separate planning application.
- 6.16 Paragraph 66 of the NPPF states that applicants will be expected to work closely with those directly affected by their proposals to evolve design that take account of the views of the community. Proposals that can demonstrate this in developing the design of new development should be looked on more favourably. The proposed development has been subject to public consultation and community engagement including distribution of letters and leaflets and responses to these. Feedback and comments received have been considered in the design evolution with details of these contained in Section 4 of this Statement.
- 6.17 With regard to planning obligations, when considering these Local Planning Authorities must have regard to the importance of viability as set out at NPPF paragraph 173. Paragraphs 203 – 206 state that local planning authorities can seek planning obligations, but these should only be sought where they are necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development. Local Planning Authorities are required to take account of changes in market conditions over time, and wherever appropriate, be sufficiently flexible to prevent planned development being stalled. Planning conditions should only be imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other respects. Planning obligations and planning conditions will be negotiated during the determination of the planning application and should be sought in accordance with the NPPF.
- 6.18 Paragraph 70 of the NPPF states that decisions should plan positively for the provision and use of community facilities and guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs. The former public house, the Rose in June, has been closed for a number of years and the loss of this facility accepted by planning application ref 09/55136/002. Therefore the loss of the facility has been previously demonstrated and it is not necessary to repeat this here. In addition the provision of a convenience store will enhance the range and offer of facilities in the local area and aid in the overall regeneration of Hayling Island.

- 6.19 This section of the Planning Statement has identified that the planning application is in conformity with the NPPF, which is an important material consideration in the assessment of this planning application.

7. Material Considerations

- 7.1 The site is previously developed land in a key location in Hayling Island in terms of a development opportunity. In 2009 a planning application was submitted on the site (ref 09/55136/002) for the demolition of the modern extensions to the Rose in June building and its change of use to provide residential use in the form of 2 x 2 bed flats and 1 x 2 bed house. 9 additional dwellings were proposed on the site with associated parking, bin storage and landscaping. Alternations to the access were also proposed. The application was granted permission. The fire damaged barn was dealt with by a separate planning application for its demolition.
- 7.2 As part of application 09/55136/002 the loss of the public house was accepted. As such it is considered that the principle of the loss of the public house does not need to be re-justified here. This was accepted by the Council as part of the pre-application discussions. The acceptability of the site to provide alternative uses was also accepted. The proposed development provides an alternative use to that which existed on the site and is a use which will provide a local facility and compliment surrounding uses.

8. Design Assessment

Layout, concept and amount

- 8.1 The site is broadly rectangular in shape with an extending arm to the south. The site is brownfield land and consists of the disused former Rose in June public house which is boarded up. The site is bounded on all sides by existing residential development with Selsmore Road to the north and Webb Lane to the west. The site is in a sustainable location and presents a key opportunity for redevelopment.
- 8.2 With regard to the existing building on the site, it is of Victorian era and traditional construction. It has however undergone several adaptations over its life. Its original elevations are solid walls, formed of red clay bricks laid to Flemish bond. The window openings are formed using simple, shallow brick arches with timber framed sash windows. The pitched roof is formed of timber with a natural slate covering. Internally the structure has been changed with steel and timber beams supporting the first floor. The extensions to the public house are formed of a range of materials. The walls of the extensions are cavity walls with the outer skin predominantly formed of red clay brick laid to stretcher bond although block work is present in areas. It is understood the inner leaf of the cavity wall is formed of block work. The roof to the larger extension is pitched and covered with clay tiles. The smaller extensions to the east incorporate flat roofs and are covered with bitumen felt.
- 8.3 Built form within the vicinity of the site consists of detached, semi-detached and terraced dwellings. The site itself is approximately 0.11 hectares.

Layout, concept and amount

- 8.4 The planning application seeks consent for the change of use and extension of the former Rose in June building to a retail convenience store with associated access, parking and turning, delivery area, landscaping and refuse storage.
- 8.5 The design cues have been taken from the existing building and surrounding development in terms of height, materials, style and massing. The building has been retained on the site with extensions proposed which replace the existing modern extensions. The first floor internally is proposed to be removed to provide the required headroom for the unit with existing windows retained where possible. The extensions have been designed to reflect the existing

character of the building and materials will be reused and locally sourced wherever possible. Landscaping is proposed throughout the site to provide an attractive public realm. The retail unit will provide an active edge to both Selmore Road and Webb Lane and has been designed to ensure there is no loss of privacy or light for neighbouring residents. Car parking has been positioned to the rear of the site utilising the existing parking area and ensures the development footprint remains separated from residential development. Car and cycle parking is proposed in accordance with the required standards including disabled parking. Refuse storage is also provided in an appropriate location on the site.

- 8.6 The pattern and density of development is considered to provide for an acceptable form of development taking into account the site characteristics and the built form of the locality.

Scale and orientation

- 8.7 Careful consideration has been given to the scale of the proposed extensions in respect of the existing building. In terms of height, the extension is proposed to be single storey to the eastern and southern elevations. The existing modern extensions to the building which are of limited merit are proposed to be removed (see building report). Due to their low scale, the proposed extension retains the integrity of the existing former public house building whilst enabling the creation of an adequate level of floorspace to accommodate a viable use.
- 8.7 The scale and orientation of the development has been formed to make the most efficient and effective use of the site whilst preserving and enhancing the character of the existing building and wider area as well as respecting the amenities of existing occupiers. The retail store is proposed to be circa 349sqm GEA (3,757sqft GEA)/ 325sqm GIA (3,500sqft GIA) with associated vehicle and cycle parking, access, delivery and turning space and landscaping.

Appearance

- 8.8 The development has sought to provide a design in keeping with the existing building on the site and local area and to establish a strong sense of place. Development in the vicinity of the site consists of a variety of styles. In order to enhance the site, design cues have been taken from the existing building with the extension proposed to reflect its character and to use complimentary materials and design detail including windows and roof design. The proposal ensures the existing building can be clearly identifiable on site with a sympathetic extension proposed. The overall massing on the site is similar to buildings in the area and the proposal makes the best and most efficient use of the site.

- 8.9 The ATM has been positioned so that security is maximised by locating this within view of the entrance to the store and along Selsmore Road utilising an existing window opening.
- 8.10 Overall the design and appearance of the retail unit responds to the character of the site and wider area and as such presents a visually attractive development as a result of good architecture and appropriate landscaping throughout the site.

Materials and landscaping

- 8.11 With regard to design and materials, the external north and west walls of the original Victorian building, including the existing window openings and frames on the first floor, are to be retained. A new glazed shop front and door openings are to be cut into the ground floor along the northern elevation. The south and east elevations of the main building are to be removed and the brickwork reinstated at first floor level to match the existing. The existing extensions are to be removed and replaced with a new single storey cavity wall structure.
- 8.12 The new extension will have an external leaf formed of red clay brick to match the brick of the main Victorian building but laid to stretcher bond. The internal leaf is to be blockwork. The north elevation of the extension is to incorporate three false window openings in the outer leaf of the cavity wall which will reference the first floor window openings of the original building. The cut timber roof structure of the original Victorian building is to be removed and replaced with a trussed system. The proposed new roof will match the existing roof in style and covering. The roof to the extension is also to be a trussed system with valley gutters, referencing the pitch of the original Victorian building and will be covered with natural slate. The internal structure is to be formed of a timber or steel frame.
- 8.13 The proposed materials and design will be of a high quality complementing the building and wider area.
- 8.14 With regard to landscaping it is important to ensure that development is sensitive to avoid any adverse impact on neighbouring properties by maintain adequate separation of the built form to protect privacy, sunlight/daylight and outlook. Landscaping can also enhance the attractiveness of a development and provide biodiversity interest.
- 8.15 A landscaping scheme will be implemented as part of the development in the form of shrub planting which will improve the appearance of the site, add visual interest and enhance both the ecological value of the site and the public realm.

- 8.16 Storage areas for bins and cycles are provided in accordance with standards.

Access

- 8.17 Access to the site for vehicles is proposed from Webb Lane via an existing access. Delivery access will be via a lay-by along Selsmore Road. Adequate sight lines, visibility and turning space has been provided in accordance with the required highways standards. Pedestrian and cycle access is also gained from Selsmore Road and Webb Lane with cycle parking provided within the site. Parking is provided in accordance with standards with 18 spaces including 2 disabled spaces and cycle spaces. Safe and clear pedestrian routes are provided through the site. The accompanying Transport Statement addresses the transport considerations.

Foul Sewage and Utilities

- 8.18 Utilities and foul sewage for the proposed development will be connected to the main drainage system.

Safety and security

- 8.19 The proposal benefits from good natural surveillance within the site and from surrounding development. The proposal provides a single vehicle access point with car parking and cycle spaces provided within the site which are overlooked by the roads and passers by. The ATM has been positioned to reduce the risk and fear of crime by ensuring it is overlooked by the entrance area and store windows with planting proposed to deter people from loitering or hiding. The site will be well enclosed to its boundaries and will provide a safe and secure environment to reduce the fear and risk of crime.

9. Conclusions

- 9.1 The existing site comprises a vacant building which is in a poor state of repair and presents a negative image onto Selmore Road. This planning application proposes to refurbish the existing redundant building and extend it to provide of a retail convenience store within the built up area boundary of Halying Island.
- 9.2 The proposed development will bring this vacant site back into active use and will provide a local facility for the benefit of the local community on a previously developed parcel of land as well as creating local job opportunities. It will also improving links to the existing district centre and encouraging linked trips, which will act to strengthen the local economy.
- 9.3 Access is proposed from Webb Lane for vehicles, pedestrians and cyclists, and from Selmore Road for deliveries. The retail unit is positioned to the front of the site along Selmore Road and Webb Lane providing an active edge. Parking is provided on site in accordance with HCC standards along with bin storage, delivery access and turning and landscaping.
- 9.4 This Statement has demonstrated that the proposed development will be in compliance with the development plan policies contained within the Havant Borough Council Core Strategy and with guidance set out in the NPPF. Due to the small scale of the proposed development it will be a local shop to serve the needs of the surrounding community. It will also link with the existing district centre and result in economic, social and physical benefits.
- 9.5 The proposal will also contribute towards the regeneration of the Island as required by the Core Strategy and has been designed sympathetically to respond positively to its surroundings. Rather than implement a change of use to A1 through permitted development rights, the applicant has taken the opportunity to provide a well considered and high quality scheme in consultation with the Council and local community.
- 9.6 The development proposal make efficient use of a vacant brownfield stie by providing a high quality retail development within the built up boundary and creating a local facility to meet the day to day needs of local people. The site is well situated with regard to access to services and facilities and is within an established residential area which will encourage linked trips and sustainable travel. The design provides a well considered style which will compliment and enhance the local character of the area.