

Design and Access Statement

38 Haven Road
Hayling Island
Hampshire

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1. Introduction

- 1.1. This Design and Access statement has been prepared to support the following proposal:

Variation of Condition 2 of Planning Permission 00/53474/004 to allow occupation of one caravan (Plot 4) between the months of January and March.

This statement has been prepared by fusion|tp who act as planning consultants for the applicants.

- 1.2. 38 Haven Road lies to the southern side of Haven Road, a private road which runs east-west between Creek Road and Bosmere Road.
- 1.3. The curtilage of the property comprises a rectangular plot of land occupied by 4 caravans with access from Haven Road.
- 1.4. The applicants propose to occupy one of the caravans permanently to manage the site and provide security.
- 1.5. An application for this proposal was refused on 19 July 2011 for the following reasons:

The proposal would result in the year round occupancy of one of the caravans which would have a prejudicial effect on the tourist facilities within the area and would be contrary to Policy DM4 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework and Planning Policy Statement 4.

The Environment Agency advises that the proposed development lies in Flood Zone 2. In the absence of a Flood Risk Assessment, it has not been demonstrated that the proposal would not represent a risk to the health and safety of the occupiers and the development would in addition be likely to pose an additional workload and risk to the emergency services in the event of sea flooding. The proposal is therefore contrary to policies (sic) CS15 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework and Planning Policy Statement 25.

(LPA ref: APP/11/00958)

2. Site Context

- 2.1. The site is located on the southern side of Haven Road and is screened from that road by a 1.8 m high fence.
- 2.2. The property lies within an area predominantly characterised by caravan sites but with a scattering of single-storey houses.
- 2.3. 38 Haven Road is a rectangular site, 0.06ha in size



38 Haven Road

2.4 Immediately to the west are two bungalows, Nos 34, Haven Cottage, and No 36 Haven Road.



Nos 34 and 36 Haven Road

2.5 To the east and north are caravan sites.

2.6 Sandy Point Road to the south and Bosmere Road to the east are characterised by permanent, predominantly single-storey, housing

3. Policy Framework

3.1 National Policy

3.2 The National Planning Policy Framework (NPPF) was introduced on March 27 2012, and sets out the Government's planning policies for England and how these are expected to be applied..

3.3 It indicates that the purpose of the planning system is to contribute to the achievement of sustainable development. It identifies that there are three dimensions to sustainable development – economic, social and environmental.

3.4 Planning can assist the economic role by building a strong, responsive and competitive economy; the social role by supporting strong, healthy and vibrant communities, and the environmental role by protecting and enhancing our natural, built and historic environment. These roles are seen as mutually dependent.

3.5 The NPPF advises in para 9 that “Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people’s quality of life”. This can include, creating jobs, replacing poor design with better designs, and improving the conditions in which people work, live, travel and take leisure.

3.6 In para 10 it advises that “Plans and decisions need to take local circumstances into account, so that they respond to the different opportunities for achieving sustainable development in different areas.”

3.7 Tourism

3.8 In 2006 the Government produced a Good Practice Guide for Planning for Tourism, which is designed to:

ensure that planners understand the importance of tourism and take this fully into account when preparing development plans and taking planning decisions

ensure that those involved in the tourism industry understand the principles of national planning policy as they apply to tourism and how these can be applied when preparing individual planning applications and

ensure that planners and the tourism industry work together effectively to facilitate, promote and deliver new tourism development in a sustainable way

3.10 Para 2.4 explains that “tourism can bring many broader benefits that will contribute to the economic and social well-being of local communities as well as to individuals.”

3.11 It advises in para 2.5 that the revenue from tourist uses can support and enhance local services and facilities such as pubs and shops, and underpin the quality of the local environment.

3.12 Annex A to the guidance relates to Tourist Accommodation including static caravans. It advises that despite the diversity of accommodation “all are capable of bringing economic benefits to the areas in which they are located.” and points out that “these benefits will need to be assessed alongside other issues such as suitability of the location in terms of its sustainability.”

3.13 Para 24 relating to Staff Accommodation states:

“For many types of holiday parks, a residential managerial presence is often essential, to achieve quality service to the customer, security for the property, and to meet the obligations of health and safety regulations.”

3.14 Annex B deals with Seasonal and Holiday Occupation Conditions. In para 3 it advises that:

“The aim of such conditions is generally to ensure that the premises are only used by visitors and do not become part of the local housing stock.”

3.15 Flood Risk and Climate Change

3.16 Section 10 of the NPPF sets out the Government's Strategy for addressing climate change, flooding and coastal change. This section replaces PPS25: Development and Flood Risk and, in part, PPS22: Renewable Energy.

3.17 Paragraphs 100 to 104 provide guidance for determining planning applications within areas at risk from flooding. With relevance to this site. Para 102 states:

102. If, following application of the Sequential Test, it is not possible, consistent with wider sustainability objectives, for the development to be located in zones with a lower probability of flooding, the Exception Test can be applied if appropriate.

For the Exception Test to be passed:

- it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a Strategic Flood Risk Assessment where one has been prepared; and
- a site-specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

Both elements of the test will have to be passed for development to be allocated or permitted.”

3.19 Local Policy

3.20 The Havant Borough Core Strategy was adopted on 1 March 2011 and sets out local planning policy until 2026. The Strategy sets out a vision for the Borough which it intends to meet by seeking an appropriate balance between protecting the natural and built environment; delivering new economic growth and community regeneration; meeting the social needs of its communities and the prudent use of natural resources.

3.21 Policy C17 identifies where new development will be encouraged, and states

“1. Development will be permitted that makes the most effective use of land in the borough by granting planning permission that:

Concentrates new housing, employment, retail, leisure and other development within the five urban areas of Havant, Leigh Park, Waterlooville, Emsworth and Hayling Island, as shown on the Proposals Map.

2. Prioritises development on previously developed land, including redundant, derelict or underused land and buildings within the urban area.”

3.22 With regard to Static Holiday Caravan Development it advises

“Development involving the provision, continued location or improvement of static holiday caravan sites will only be permitted where both of the following criteria are met:

1. The development would have a close physical relationship to existing caravan sites.
2. The caravan is to be used for holiday purposes only and has a limited period of occupancy for a maximum of ten months per calendar year.

3.23 With regard to development in Flood Risk areas Policy CS15 states:

Development in areas at risk of flooding now and in the future as identified on the latest Environment Agency flood risk maps and Strategic Flood Risk Assessment climate change maps will only be permitted where:

1. It meets the sequential and exception test (where required) in relation to PPS25.
2. The site is located in a low hazard area as defined in the Strategic Flood Risk Assessment.
3. A site-specific flood risk assessment demonstrates that the development will be safe, including the access, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.
4. The scheme incorporates flood protection, flood resilience and resistance measures appropriate to the character and biodiversity of the area and the specific requirements of the site.
5. Appropriate flood warning and evacuation plans are in place.
6. New site drainage systems are designed taking account of events which exceed the normal design standard.

All development will be required to ensure that there is no net increase in surface water run off. Priority should be given to incorporating Sustainable Drainage Systems (SuDS) to manage surface water drainage, unless it is proven that SuDS are not appropriate. Where SuDs are provided arrangements must be put in place for their whole life management and maintenance.

The council will work with partners to implement the Coastal Policy Zones in the North Solent Shoreline Management Plan to ensure that development avoids areas at risk from coastal erosion and coastal flooding and that areas required to offset coastal squeeze and prevent habitat fragmentation, to allow species to adapt to climate change, are identified and protected from development.

4. Development Principles

- 4.1. The site is within the built-up area of Hayling as indicated on the Proposals Map accompanying the Havant Borough Core Strategy, where development is acceptable in principle, subject to the provisions of the Development Plan and any other material considerations.
- 4.2. The applicant purchased 38 Haven Road in November 2010 at which time the site had laid empty for approximately 20 years.



38 Haven Road – summer 2010

- 4.3 During that time the site had been occupied by travellers, allowed to become overgrown and was used for the dumping of material including portable toilets. The site was effectively a transit site with travelling families staying for a short while before moving on. During this time there were a number of social issues associated with the site.
- 4.4 Since purchasing the property the applicant has completely transformed the site. New fencing has been provided to the boundaries, a new tarmac drive laid and 4 caravans brought on site and fitted out to a high standard. The Borough Council's Animal Welfare and Licensing Officer, Gill Gower, has described the site as "one of the nicest sites on the Island."
- 4.4 The site has been operating since April 2011 and during its first year of operation has been 90% occupied. Unlike the majority of sites on Hayling Island 38 Haven Road provides for short-term lets, allowing people to stay for a maximum of two weeks, this allows for people wanting a short-break to stay on the island.
- 4.5 The benefits of this arrangement to the local economy are tremendous. The local convenience store has seen its takings improve by 40%, while other local facilities, restaurants, visitor attractions etc., will also have benefited. The site has in particular, a relationship with the local sailing club with many members using the facilities for weekend breaks.
- 4.6 Bookings for 2012 are similarly going well with visitors from both the UK and abroad, linked in to such events as the RS Feva World Championships, to be hosted by the Hayling Island Sailing Club during July 2012.

- 4.7 To cater for this trade there is a need for the owners to live on site to manage the caravans as people are coming and going constantly throughout the season. Facilities are also provided to wash and dry clothes, which is a particular attraction for those using the sailing club. During January and February the owners need to be close at hand to ensure the caravans are ready for the coming season and to maintain the caravans and grounds.
- 4.8 This is in contrast to most of the sites on the Island where caravans are let for the whole season, with restrictions imposed on who can occupy them. This means that many caravans are empty for a large part of the year, and those that are occupied are used for longer periods of time with residents making less use of the local facilities.
- 4.9 Given the investment made, the need to be on-site to manage the property and to provide year round security the applicants are seeking the ability to live in one of the caravans all year round. This is recognised in Government guidance as indicated in para 3.13 above which indicates that a residential managerial presence is often essential, to achieve quality service to the customer and security for the property.
- 4.10 In addition a year-round presence will help to deter petty vandalism and theft which occurs due to so many of the adjacent caravan sites being empty during January and February. It should also be noted that as Haven Road is a private road there are no street lights within the vicinity. Currently as there are no residents on the sites during January/February much of this vandalism goes unreported.
- 4.11 As indicated above the site falls within the built-up area of Hayling and there are permanent dwellings immediately adjacent, to the rear and in Bosmere Road to the east. The precedent for year round occupation is therefore established.
- 4.12 Planning permission for front and rear extensions to the adjoining property at No 36 Haven Road were granted in 1993, confirming the Planning Authority's acceptance that this is an area where permanent occupation is acceptable. (LPA Ref: 93/51711/001)
- 4.13 The need for permanent accommodation in association with existing static home sites has also been accepted by the local planning authority on neighbouring caravan sites where permission has been granted as follows:
- 1994 - siting of a caravan for residential use by a site warden at Goose Green Caravan Park in Birdham Road in 1994 (LPA Ref: 94/58929/000)
 - 2002 - continued use of caravan for residential use by site manager at The Hollies Caravan Park, Eastoke Avenue (LPA Ref: 02/53437/003), following the grant of temporary permission in 1997 (LPA Ref: 97/53437/001)
 - 1997 - extension of caravan occupation season from 1st March to 31st October inclusive to 1st March to 1st January inclusive with allowance for one warden's caravan for 12 months occupation on Woodcot Caravan Site in Fishery Lane. (LPA Ref: 97/62730/000)
 - 1993 - removal of 2 existing caravans and to install 1 wardens caravan for year round occupation at Woodcot Caravan Site in Fishery Lane (LPA Ref: 93/57970/000)

- 1992 - temporary permission for the provision of a mobile home for twelve months each year by warden at Fishery Creek Caravan and Camping Site in Fishery Lane (LPA Ref: 92/52495/004)
- 4.14 No examples of applications having been refused for warden's accommodation have been identified in the local area.
 - 4.15 To ensure that the accommodation is retained in association with the holiday caravans on 38 Haven Road the applicant's are willing to accept a temporary or personal permission if considered appropriate.
 - 4.16 In conclusion it is argued that the provision of warden's accommodation would have no significant impact upon the level of holiday accommodation on Hayling Island, but would rather enhance the facility on offer.
 - 4.17 The Environment Agency with the Partnership for Urban South Hampshire Authorities, including Havant Borough Council, has agreed a Flood Risk Assessment for the South Hampshire sub region which identifies the site in Flood Zone 2 (Medium Hazard). A separate Flood Risk Assessment is attached.

5. Design Appraisal

Use

- 5.1. The mobile home would be occupied to provide accommodation for the owner to better manage this facility.
- 5.2. There would be no change in the impact of the mobile home as compared to what currently exists.

Amount

- 5.4. The proposed development is restricted to one of the four mobile homes only.

Layout

- 5.3 The mobile homes are arranged parallel to Haven Road and are served by a single, tarmacked driveway. No change in this arrangement is proposed,

Scale

- 5.4 The scale and design of the mobile home is unchanged.

Landscaping

- 5.5 This proposal does not intend to add to the landscaped setting of the site or the surroundings. The existing fencing to the boundaries would be retained.

Appearance

- 5.6 No alterations are proposed to the external appearance of the mobile home.

6. Access Appraisal

- 6.1. Access to and from the site is gained from Haven Road, a semi-made up, private road. There are no parking restrictions along it.
- 6.2. The site is ideally suited for easy pedestrian access to local facilities. It is only a couple of minutes walk from the nearest convenience store on the corner of Sandy Point Road and Creek Road, where there is also the Dolphin Fish Bar and Restaurant. It is also within easy walking distance of local beaches, and sailing facilities

Conclusion

- 7.1. It is considered that the proposed development would comply with national policies relating to economic development together with the relevant policies relating to tourism and economic development outlined within the Havant Borough Core Strategy.
- 7.2. It is respectfully requested that the Planning Authority grants planning permission for the proposed development.

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