

Design and Access Statement

Project

'Twines' at 234 Seafront, Hayling Island, PO11 0AU

Description

Redevelop existing vacant building to create five residential apartments. Utilise the land to the rear and construct a Coach House with parking at ground floor level and two residential apartments above. Improve the aesthetics of the site with new material applications which compliment the location.

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Critchley Architecture And Design Ltd.

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Section 1.0

Project Introduction



1.1 Brief and Client Requirements

The Applicants purchased the site in 2016 and the buildings and site were already in a dilapidated condition. The overall brief is to maximise the potential of the site for residential accommodation in a sought-after area. In 2023, the Applicants also purchased a parcel of land to the rear of Twines which now provides the opportunity for the proposed Coach House.

1.2 Executive Summary

This report accompanies a Full Planning application to Havant Borough Council to convert the existing Twines building to five residential apartments, and to construct a new Coach House to the rear of the site for additional accommodation – totalling 7 proposed apartments. The proposed development has been carefully designed to respect the character and appearance of the site and its surroundings, while considering the relationship with neighbouring properties and adhering to relevant planning policies.

1.3 Drawing Schedule

23073	101_P1	Location and Block Plan
	102_P2	Topography Plan
	201_P1	Existing Floor Plans
	301_P1	Existing Elevations
	401_P4	Proposed Floor Plans
	501_P2	Proposed Elevations (Twines)
	502_P2	Proposed Elevations (Coach House)

1.4 Copyright

No other purpose is anticipated or accepted. Copyright of this report remains with Critchley Architecture And Design (CAAD) Ltd.

Section 2.0

Existing Site & Context



2.1 Existing Site and Context

Hayling Island is situated to the south of Havant. It lies between Chichester Harbour to the east and Langstone Harbour to the west.

Sea Front is a main road in the south of Hayling Island that runs east-west across almost the whole width of the island. As the name suggests, the coast is immediately to the south.

The subject site is a currently a vacant former butcher shop with first floor flat on the north side of Sea Front. It is part of a short run of retail units between Manor Road and Green Lane that is mostly surrounded by blocks of flats and is a short distance from Funlands Amusement Park.

The site is not within any designated areas or considered by the Environment Agency to be at risk of flooding.

The site is generally flat and level.

2.2 Physical Context, Design and Materials

Twines is the main building on the site, which once would have been an attractive shopfront with traditional architectural detailing. The building has been altered over the years, which has led to the unsympathetic alterations to the frontage seen today.

The side and rear profiles to the building are less decorative and more functional. The east elevation is a flank brick elevation with no windows.

The rear of the site currently consist of a rear yard with dilapidated brick outbuildings.

The existing materials on the site are as follows:

Walls	White Stucco (Front/South Elevation)
	Brickwork (East Elevation)
	Painted and exposed brickwork (North Elevation)
Windows	White painted timber windows
	1No. white uPVC window to frontage
	1No. white uPVC window to rear
Doors	1No. white uPVC door to frontage
	All other doors removed and boarded up
Roof	Slate tiles
Other	Black uPVC rainwater goods
	Concrete hardstanding to back land

The photographs below (over) were taken in 2016 which shows the condition at the point of acquisition:





We have undertaken a more recent site visit (February 2025) and the building has fallen in to further disrepair and is in urgent need of redevelopment. There have been a number of break-ins to the site and building where further damage has been caused:





The Applicants would like to progress the application in a timely manner so this situation can be rectified as soon as possible.

2.3 Social and Economic Context

The south coast of Hayling Island is primarily residential, and fairly densely populated. It is a popular tourist destination during the summer, with a number of seasonal attractions along the seafront.

The nearest shopping district is approximately ten minutes (0.5 miles) walk away in Station Road.

There is a good bus route from Hayling Island to Havant, with regular busses from Sea Front.

The site is 5.5 miles from the centre of Havant, where there are:

- High Street Shops
- Supermarkets
- Primary and Secondary Schools
- Railway station (direct connections to London)
- Bus Stations to all major towns
- Public Houses / Restaurants
- Motor Garages
- Churches
- Industrial Estates

2.4 Amount

The existing site area is approximately 430 m².

The GEA footprint of the existing outbuilding is 130 m².

The GEA footprint of the main Twines building is 133 m².

2.5 Access and Parking

There is currently a vehicular access gate to the West of the site with space for one vehicle to park on site.



2.6 Sustainability

The existing building has very little insulation, mainly single glazed windows (or missing windows entirely) and the rear projections of the building are constructed with a Flemish Garden Wall bond.

Insulation - minimal insulation results in substantial heat loss during colder months and excessive heat gain in warmer months. The building also features single glazed windows or in some instances no windows, which offer little thermal insulation. This increases reliance on artificial heating and cooling, leading to high energy consumption and carbon emissions. The single glazed windows also contribute to poor sound insulation, reducing occupant comfort.

The Flemish Garden Wall bond will result in increased air permeability.

Therefore, the building has a very low sustainability rating. The lack of insulation, inefficient windows and existing construction methods result in poor energy efficiencies.

2.7 Neighbouring Context

The main buildings to consider in terms of neighbouring context are as follows:

East of the subject site: No.232 Sea Front. Two storey flat roof terrace with commercial uses at ground floor level and residential at first floor level (circa 1960s construction):



West of the subject site: No.236 Sea Front. Two storeys with a pitched roof, with commercial use at ground floor level and residential at first floor level. The exact date of construction is unknown but it likely to date from a similar time to Twines:



North of the subject site: No.2 Green Lane. Residential chalet bungalow:



South of the subject site: Annes Court. Six storey block of residential apartments (circa 1960s construction):



Section 3.0

Planning History



3.0 Planning History

Planning for change of use of the ground floor and a new mansard roof to create 5 self-contained flats was approved 19th May 2017, under APP/17/00278. A version with revised parking was later approved 2nd February 2018 (APP/17/01323).

This Permission was not implemented and therefore lapsed.

Pre-Application Enquiry was submitted under GEN/23/01123 for 7No. proposed units on the site. The comments have been taken in to consideration and the design has been updated to reflect the advice given:

- Development is considered acceptable subject to the usual development control criteria.
- The Council only have a Housing Land Supply of 1.81 years.
- Advised to retain the Juliet Balconies to the north elevation.
- Obscured glazing required to the proposed dormer windows.
- Reconfiguration required for Flat No.7 to allow for additional windows to improve living standards within the flat.
- Amenity space in the form of balconies should be proposed.
- Transport Assessment will be required.
- Flood Risk Statement should be required.
- Nitrates Calculations will be required
- CIL Forms will be required
- Although not mentioned, SRMS will be required.

The proposal as submitted takes these points in to consideration and are included as part of the proposals for consideration.

Section 4.0

Policy Analysis



4.1 Local Authority Policy Assessment

Havant Borough Council Housing Delivery Position Statement March 2022:

Decision Making Principle 1 - Application of the Tilted Balance and the Habitat Regulations

There is a presumption in favour of sustainable development. Paragraph 11 of the NPPF indicates that this means:

“c) Approving development proposals that accord with an up-to-date development plan without delay; or

d) Where there are no relevant development plan policies which are most important for determining the application are out of date, granting permission unless:

- i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
- ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”*

The Tilted Balance should apply to this application and the proposal should be approved “without delay”.

Decision Making Principle 3 – Assessment of summertime transport implications of development on Hayling Island and Langstone

This decision making principle applies to all development sites on Hayling Island and Langstone, other than those where the principle of development is supported by the Development Plan. The Inspectors Interim Findings regarding summer traffic impact of development constitute a material consideration and will be afforded weight in the planning balance accordingly. Site specific Transport Assessments will be expected to address the concerns raised by the inspectors and demonstrate:

- There will not be an unacceptable impact on highway safety; and*
- The residual cumulative impact on the road network will not be severe, including during tourist periods and at weekends.*

This application is accompanied by a Transport Assessment which takes the assessment of summertime transport in to account.

Decision Making Principle 5 – Development quality

Residential development will be expected to:

a) Provide infrastructure which is needed to make the development acceptable in planning terms, in line with the Council's Infrastructure Delivery Plan and Developer Contributions Guide; and

b) Are designed to a high standard, and, where relevant, demonstrate that design codes and guides which identify local character and distinctiveness have been taken into account; and

c) Provide a minimum of 40 dwellings per hectare based on a net developable area, or where relevant, an alternative density based on the site capacity set out in Table 1; and

d) Create new and improve existing pedestrian and cycle route linkages which connect to all parts of the development and facilitate easy and safe access to education, employment, and the natural environment for all users; and

e) Incorporate a comprehensive ecological strategy, which achieves biodiversity net gain, and includes, but is not limited to:

- i. The retention and integration of any protected trees and hedgerows.*

ii. The retention and enhancement of any local nature conservation designations on or affected by the development;

iii. Mitigation for any protected species, including appropriate buffers;

iv. The creation of green linkages and wildlife corridors within and through the site, making the best use of existing natural features; and

f) Provide electric vehicle charging infrastructure for each new residential unit with private offstreet parking; and

g) Meet the nationally described space standards for new homes provided; and

h) Provide outdoor private and/or communal amenity space for all residential units; and

i) Achieve a reduction in CO2 emissions of at least 19% of the Dwelling Emission Rate (DER) compared to the Target Emission Rate (TER) of Part L of the Building Regulations; and

The proposals are in line with Decision Making Principle 5.

4.2 National Policy

National Planning Policy Framework December 2024

2. Achieving sustainable development

The purpose of the planning system is to contribute to the achievement of sustainable development, including the provision of homes, commercial development and supporting infrastructure in a sustainable manner. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs

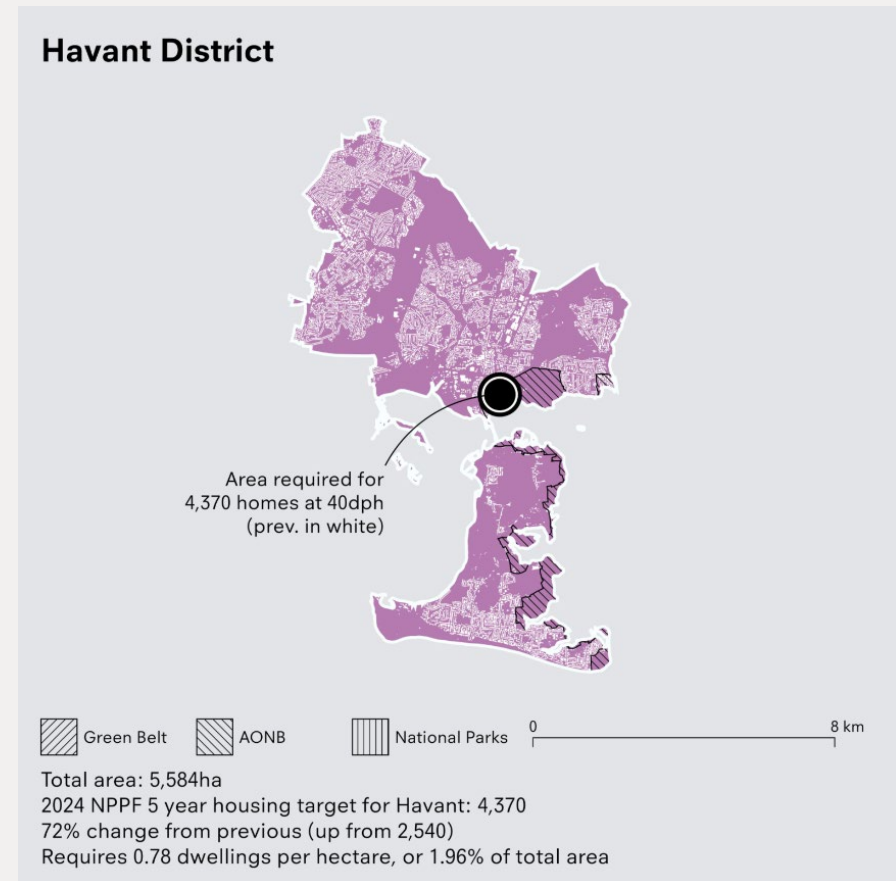
11. Making effective use of land

Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.

The proposal meets this criteria by renovating an existing property and utilising brownfield land for use rather than requiring to build new.

4.3 Other relevant information

In December 2024 updated 5 year housing targets were introduced, as below:



Section 5.0

Proposed Site and Context



5.1 Physical Context, Design and Materials

The design of the proposals for the house and the site have been carefully considered in line with planning policies and the client requirements.

Walls	White stucco to the frontage, in keeping with existing. Brickwork to east elevation, in keeping with existing. Brickwork and composite cladding proposed to the rear elevation, to enhance the external appearance by covering poor quality brickwork where it is most visible from public vantage points.
Windows	White uPVC sash windows to frontage. Anthracite glazing to communal access and stairwell area.
Doors	White uPVC French doors to rear elevation Anthracite aluminium door to rear entrance to match glazing.
Roof	Slate tiles, to match existing.
Other	Black rainwater goods. Block paving pathways. Tarmac driveway.

5.2 Amount

The existing site area remains unchanged at approximately 430 m².

The GEA footprint of the proposed Coach House is 175 m².

The GEA footprint of the main Twines building is reduced to 121m².

The schedule of accommodation for the proposed apartments are as follows:

Flat 1 (50m²) - 1bed, 2person

Flat 2 (45m²) - 1bed, 1person

Flat 3 (50m²) - 1bed, 2person

Flat 4 (45m²) - 1bed, 1person

Flat 5 (74m²) - 2bed, 4person

Flat 6 (58m²) - 1bed, 2person

Flat 7 (58m²) - 1bed, 2person

5.3 Access and Parking

The vehicular access to the site remains as existing, to the rear/west of the site.

Please refer to the submitted drawings and Transport Assessment for further information on parking.

5.4 Sustainability

The conversion of Twines and new outbuilding will be subject to Building Regulations Approved Document Part L1, which outlined the conservation of fuel and power.

The twines will include upgrades to the existing external walls by internally lining them with insulations, helping to improve the buildings heat retention capabilities. Additionally, all windows will be replaced with new double-glazed casement and sash windows, which will not only enhance thermal effects, but also improve soundproofing and security. A new roof is also proposed for the entire building to provide better thermal resistance, ensuring the structure meets modern energy efficient standards.

As the existing structure is being upgraded rather than demolished, the amount reduces waste and impact on the environmental will be greatly reduced and will also preserve the character of the original building as seen from the principal elevation.

The proposed coach house will be a replacement building to the current dilapidate and unfit for purposed outbuilding that is currently situated to the rear. The building will be constructed using highly insulated floors, walls, roof and double-glazed windows will provide the required U-values as set out within the regulations.

both buildings will use solar panels for power and heating to further reduce the carbon footprint of the building and falls in line with current and future regulations.

By improving thermal efficiency of the building, high performance windows and renewable energy source will not only ensure long-term cost savings to the occupiers, but also aligns with future sustainability regulations and environmental goals.

5.5 Impact and Neighbouring Assessment

As above, a full assessment has been undertaken on local precedents, size and scale of properties, material palette, etc, and it is deemed that the proposal poses a low impact on neighbouring properties. This is expanded on as below:

East of the subject site: No.232 Sea Front.

Consideration has been given to the design to ensure that windows are placed in such a way that they do not cause any additional overlooking to No.232 Sea Front. The materials proposed are complimentary.

West of the subject site: No.236 Sea Front.

The proposed development has very little impact on No.236 Sea Front.

North of the subject site: No.2 Green Lane.

The proposed Coach House is located to the South of No.2 Green Lane. There are existing outbuildings already sited in this area so the existing

footprint is being used along this boundary. Careful consideration has been given to ensure there are no rear facing windows so there is no additional overlooking to No.2.

South of the subject site: Annes Court.

The proposal is subservient to Annes Court. As the site is located to the North there will not be any overshadowing caused. Windows are as per the existing, so there is no increase in overlooking.

Given the above, the proposal is not considered to result in any loss of light or cause any overlooking that will adversely impact neighbouring amenity.



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