

Design and Access Statement

Project

55 Station Road, Hayling Island PO11 0EB

Description

First Floor extension to existing commercial unit to provide a two bedroom self-contained flat.

Date

21st November 2025

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Issue:

21.11.2025	V1	Issued to Planning



Critchley Architecture And Design Ltd.

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Section 1.0

Project Introduction

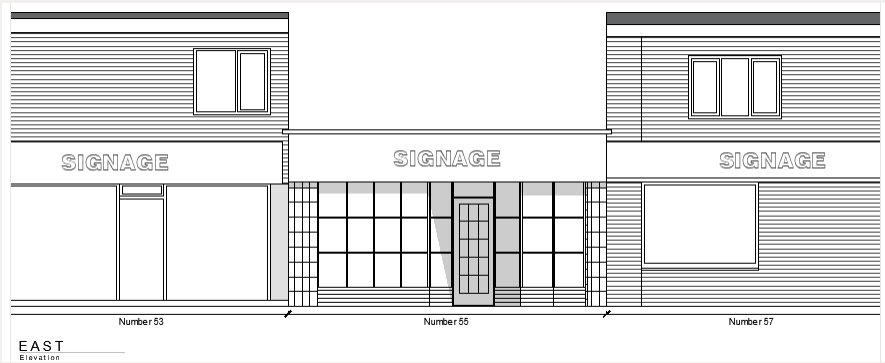


1.1 Brief and Client Requirements

The applicant seeks planning permission for the construction of a first-floor extension above the existing commercial unit at 55 Station Road, Hayling Island, to provide a well-proportioned, self-contained 2 bedroom residential flat. The commercial unit at ground floor level is to be retained.

1.2 Executive Summary

This Design and Access statement outlines the context, rationale and design approach for the proposed first floor extension at 55 Station Road. The scheme comprises a 61m2 2-bedroom flat meeting Nationally Described Space Standards.



Existing Frontage

1.3 Drawing Schedule

24066	101	Location and Block Plan
	201	Existing Floor Plans
	301	Existing Elevations
	403_P1	Proposed Floor Plans and Elevations

1.4 Copyright

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



Proposed Frontage



Section 2.0

Existing Site & Context



2.1 Existing Site and Context

55 Station Road is located within a mixed-use commercial frontage on Station Road, Hayling Island. The site comprised a single storey commercial unit facing Station Road, with ancillary space to the rear. The building occupied the full width of the plot, with a narrow-shared alley to the north between numbers 57 and 59.

2.2 Physical Context, Design and Materials

The surrounding area is characterised by traditional high street pattern, with commercial units at ground floor and residential accommodation located at first floor level above the many of the properties.

Buildings along this section of Station Road are typically finished in a mixture of brickwork, painted render, and tile or slate roofs. The scale is generally two storeys with a consistent façade line and coherent rhythm of shopfronts.

To the rear, properties typically have small courtyards or services areas. Ancillary outbuildings and modest rear projects are common. The sites rear boundary adjoins similar small scale commercial and service spaces.

Existing materials:

Walls	Cream painted brickwork (front) Pebble Dash (rear)
Windows	Cream painted softwood single glazed fixed pane (front) White painted timber (rear).
Doors	Cream painted softwood
Roof	Built up felt flat roof

Existing Site Photos:



Existing shop front



Existing rear



Staircase to rear of no 57.

2.3 Social and Economic Context

Station Road functions as one of Hayling Islands main commercial centres, providing goods, services and employment. The area supports a diverse range of local businesses and community-orientated services. Residential accommodation about ships is long established and an important feature of the locality, supporting local economic utility through sustainable mixed-use development.

2.4 Amount

The existing building has a GIA of approximately 54m².

2.5 Access and Parking

Pedestrian access to the rear of the building and service areas is currently provided via the shared alley adjacent to no. 57 Station Road the site does not include any on-site parking for the existing building. Parking is typically accommodated on-street, within nearby car parks or as part of the wider local transport network.

2.6 Neighbouring Context

Neighbouring properties at Nos 53 and 57 Station Road both comprise ground floor commercial uses with residential accommodation at first floor level. Both buildings have been extended and altered over time, particularly to the rear and at upper levels, forming a consistent and established development pattern. The architectural form, massing and orientation of these neighbouring buildings provide a strong contextual baseline.

Section 3.0

Planning History



3.0 Planning History

There is no Planning History available publicly online specifically relevant No 55. However, both adjoining properties have obtained similar approval for similar first floor extensions, confirming local acceptance of this form of development.

Section 4.0

Policy Analysis



4.1 Local Authority Policy Assessment

Havant Borough Council - Housing Delivery Position Statement (2022)

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

The Development Plan forms the starting point for the determination of planning applications and appeals. The Council's five year housing land supply position and Housing Delivery Test measurement does not change this.

As a starting point, all housing proposals must be shown to constitute 'sustainable development' in accordance with the NPPF. Housing proposals on sites affected by NPPF Footnote 7 constraints will continue to be resisted.

In line with Paragraph 11 d) of the NPPF, the contribution that development proposals would make to housing supply will be given substantial weight. As such, planning permission will be granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies of the Framework taken as a whole.

Housing proposals will be expected to be subject to detailed pre-application discussions, including public consultation undertaken by the developer prior to the submission of any formal planning

application. In particular, proposals will need to address any concerns raised in the Inspectors'

Interim Findings Report which are material to the site in question. In accordance with Paragraph 182 of the NPPF, there is no presumption in favour of sustainable development where the plan or project is likely to have a significant effect on the Solent European sites (either or alone or in combination with other plans or projects).

Habitat Regulations

Housing proposals which have a likely significant effect on the Internationally Designated sites will be required to undertake a project level Habitat Regulations Assessment and, if necessary, and an Appropriate Assessment which is agreed in consultation with the competent authority. Where a package of avoidance and mitigation measures cannot be provided to remove any likely significant effect on the Internationally Designated Sites, development proposals will be refused

Decision Making Principle 4 – Sites not in accordance with the Development Plan where the principle of development has not been previously identified

The nature of Havant Borough means there are constraints affecting much of the undeveloped land outside of the built up area. In line with paragraph 38 of the NPPF, the Council will work with applicants to fully assess technical constraints affecting development sites, and explore

whether mitigation packages can be secured to the satisfaction of the appropriate statutory consultee(s).

- Development proposals not in Table 1 and not in accordance with the Development Plan will need to demonstrate that they constitute 'sustainable development' in accordance with the NPPF, by demonstrating that: The remaining requirements of the Development Plan and decision making principles set out in this Statement are complied with; and
- There will not be a significant and demonstrable adverse effect from the development where mitigation is provided to the satisfaction of the local planning authority, taking into account advice from statutory consultee(s).

in addition to the above, proposals will need to demonstrate they are deliverable in line with the definition in Annex 2 of the NPPF. The Council will consider such development proposals in line with Paragraph 11 d) of the NPPF, against the decision-making principles in this Position Statement. Substantial weight will be given to the material consideration of housing supply, considering the Borough's five-year supply position at the point of determination.

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 extending an existing property for use rather than requiring to build new.

Section 5.0

Proposed Site and Context



5.1 Physical Context, Design and Materials

The development includes:

- A first-floor extension matching the general height, form and alignment of neighbouring buildings on Station Road.
- Materials that replicate the existing pallet to ensure cohesion with the building and the wider street scene.
- A small rear extension to the first floor flat to improve the usable area of the accommodation. The extension also forms a covered undercroft the ground floor commercial unit.

Proposed materials:

Materials to the commercial unit are proposed to remain as existing.

First Floor Extension:

Walls	Red brick to match existing.
Windows	White uPVC
Doors	White uPVC
Roof	Flat Roof Felt.
Other	White fascia's, gutters, rainwater goods.

5.2 Amount

The proposed GIA for the self-contained flat is 61m², compliant with Nationally Describe Space Standards.

5.3 Access and Parking

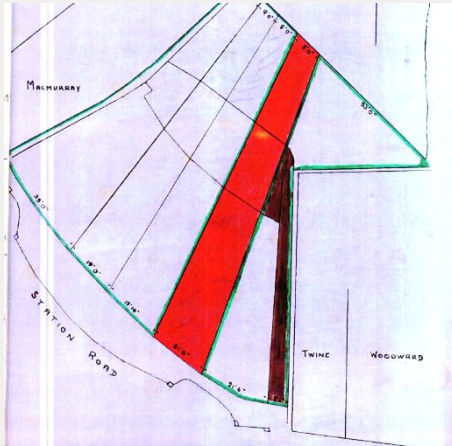
No on-site car parking spaces are proposed as part of this development. Due to the physical constraints of the plot, which is fully occupied by the existing commercial unit, the shared alley and a smaller rear service space, the site cannot practically accommodate parking without compromising access or the function of the commercial premises.

This approach is consistent with the established pattern of development on Station Road where neighbouring upper-floor residential units at Nos 53. And 57 also have no dedicated parking. A car-free flat therefore reflects the normal long-standing character of residential accommodation in this location.

Station road is a highly accessible local centre with shops, services, public transport links and community facilities all within a short walking distance. The location naturally supports reduced car ownership and sustainable travel modes. Both the NPPF and Havant Local Plan allow reduced or zero parking provision in accessible areas and where constraints justify such an approach.

Given the small scale of the development, the sustainable location and strong precedent, the absence of on-site parking is considered acceptable and will not result in any significant impact on the local highway.

Access to the proposed flat will be via the existing alley adjacent to No 57. See snip below from the conveyancing plans and image showing location of the proposed access.



5.4 Sustainability

The proposed development incorporates several sustainable principles. By extending vertically over an existing commercial unit, the scheme makes efficient use of previously developed land, avoiding the need for additional land take or outward expansion. Retaining the commercial premises and using the existing building's structure also minimises construction waste and embodied carbon.

The site is located within a highly accessible local centre, where shops, services and public transport facilities are all within easy walking distance. This supports reduced dependency of cars and aligns with wider sustainability objectives to encourage active travel and public transport use.

5.5 Impact and Neighbouring Assessment

The scale and position follow existing patterns of first-floor extensions on adjoining properties.

No harmful overlooking or over shadowing is anticipated.

The rear under croft improves function space within increasing massing a way that is detrimental to neighbours.

The development reinforced and completed the continuous two storey frontage established by Nos 53 and 57



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