

Land at Sinah Lane, South Hayling

Design and Access Statement

incorporating Building for Life Assessment

July 2019

Revision	Date	Revision Notes	Prepared by	Authorised by
*	2018-06-28		RA/FY/VT	KD
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D	2019-06-24		JW	KD
E	2019-07-16		VT	KD

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Section 1

Introduction

1.1 Introduction

This Design and Access Statement has been prepared by IDPartnership on behalf of Barratt David Wilson Homes Southampton to accompany a detailed planning submission for a residential development on land at Sinah Lane, South Hayling.

Proposals

The proposed development is for the erection of 195 dwellings (including a 30% provision of affordable homes), associated open space, pumping station, sub-station with vehicular access via Sinah Lane and change of use of land from agricultural to a Wader and Brent Geese refuge.

The development will provide a variety of dwellings ranging from 2 to 4 bedrooms in size. The majority of the development will consist of 2 storey houses or maisonettes, with some 2.5 storey houses.

Project Team

The project team includes:

- **Developer:** Barratt David Wilson Homes Southampton
- **Architect:** IDPartnership
- **Landscape Architect:** ACD Environmental
- **Ecological Consultant:** WYG
- **Transport/Highways Consultant:** Paul Basham Associates



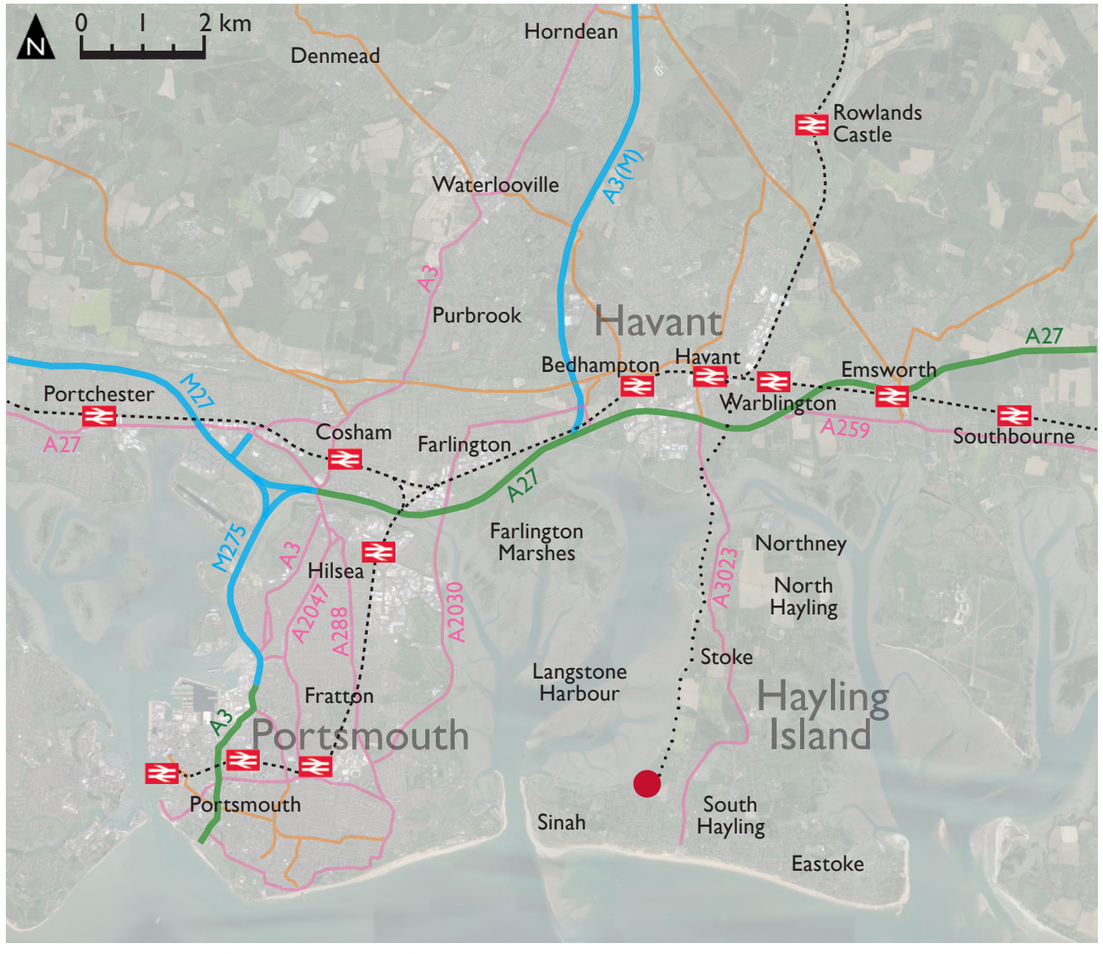


Section 2

The Site

2.1 Site Location

The site is located on Hayling Island, situated off the south coast of England, east of Portsmouth and south of Havant. Within the southern area of the island, known as South Hayling, the site is located in the western part of the settlement known as West Town. Adjacent to the site is the former terminus of a railway line which once linked Havant with Hayling Island. This route now forms the Hayling Billy Coastal Path.



Map showing location of the site relative to Poole and Bournemouth

Key:

- Site location
- Motorway
- Primary A road
- Non-primary A road
- B road
- Railway line
- Railway station
- Hayling Billy Coastal Path and route of former railway



Map showing location of the site relative to adjacent suburbs and settlements

Key:

- Site boundary
- Non-primary A road
- B road
- Minor road
- Hayling Billy Coastal Path and route of former railway

2.2 Site Description

Site Description

The site is a 12.64 hectare area of undeveloped agricultural land which is irregularly shaped and elongated along a north-south axis. The southern part of the site is transversed by an overhead power line. A second overhead power line crosses the central portion of the site on a east-west axis. The site is relatively flat. There are no trees within the site, except for an area at the northernmost extent of the site.

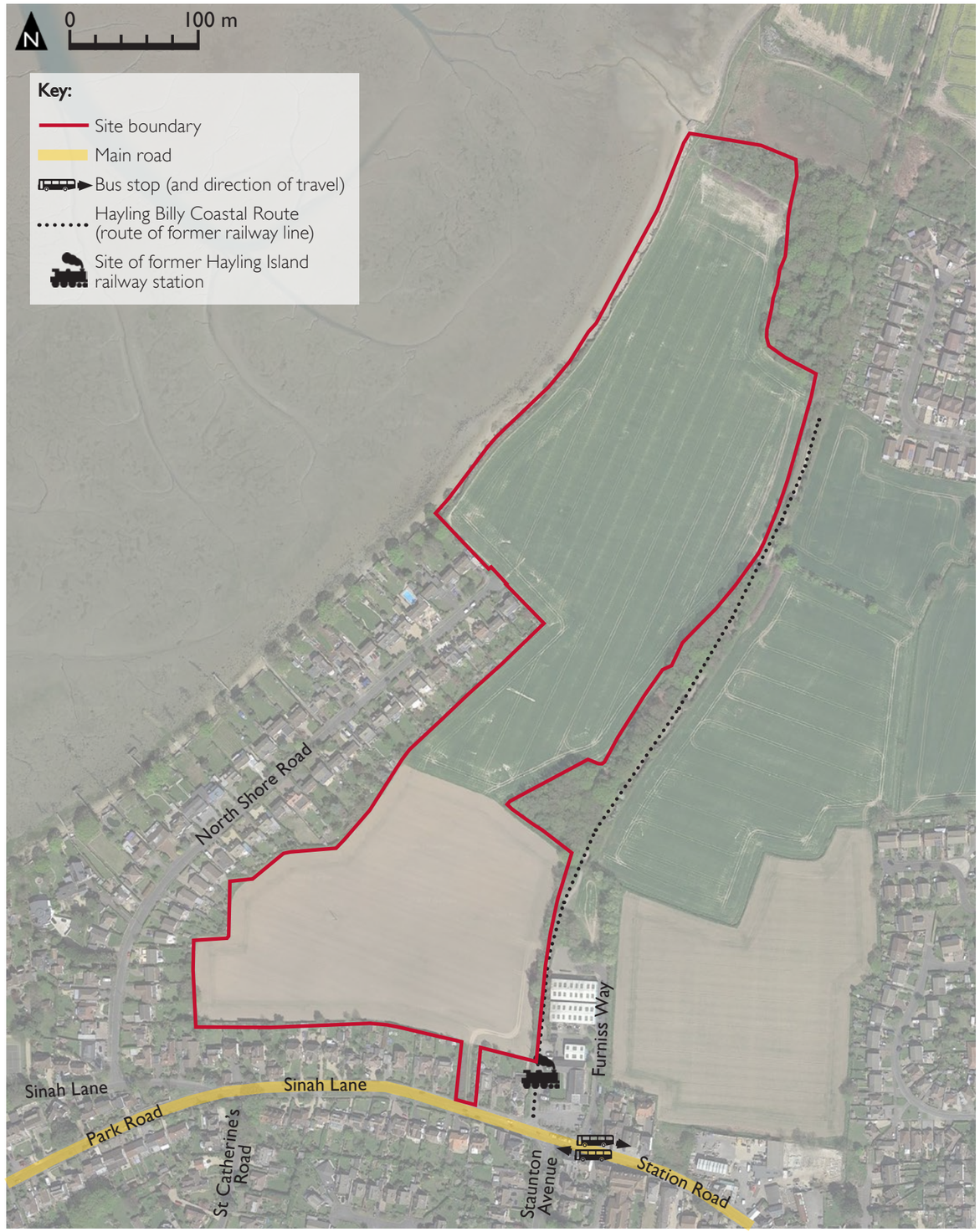
Site Boundaries

To the east the site is bounded by the Hayling Billy Coastal Route (a former railway line), and areas of established vegetation alongside this.

The site is bounded to the south by the rear gardens of existing residential properties on Sinah Lane. A gap between no.6 and no.10 allows the site to be accessed from Sinah Lane.

The southern portion of the site is bounded to the west by the rear gardens of existing residential properties on North Shore Road. The northern portion of the site is bounded to the west by the top of a bank along the adjacent coastline.

To the north-west the site is bounded by a hedge line. The northernmost extent of the site is bounded to the north by a stream.



Aerial view showing the site and its surrounding context

2.3 Site Context and History

History of Former Railway

The Hayling Island branch railway was opened by the London, Brighton and South Coast Railway (LBSCR) for goods in 1865, and it opened for use by passengers in 1867. The terminus station which was located adjacent to the site was known as South Hayling station until 1892 when it was renamed to Hayling Island station.

The line closed in 1963 and the route, now known as the Hayling Billy Coastal Trail, now functions as a footpath, bridleway and cycleway. It forms part of National Cycle Route 2.

The only remainder of Hayling Island station is the former goods shed which has since been transformed into a theatre (Images 2 and 3).

History of Surrounding Development

Nineteenth century maps of the South Hayling area show that the West Town settlement first developed around what is now known as Station Road, south-east from the site (Image 12).

Adjacent to the site, there was also some development on Sinah Lane, opposite the current junction of Sinah Lane and St Catherine's Road (Image 6). Until the late nineteenth century, there was a lane which stretched in a north-easterly direction across the site from this location. This lane sat roughly parallel to, but south-east from, the current North Shore Road.

Approximately 500 metres south-west from the site, where Sinah Lane changes direction, a number of detached houses began to be developed, followed by further development when Park Road was constructed in the late nineteenth century.

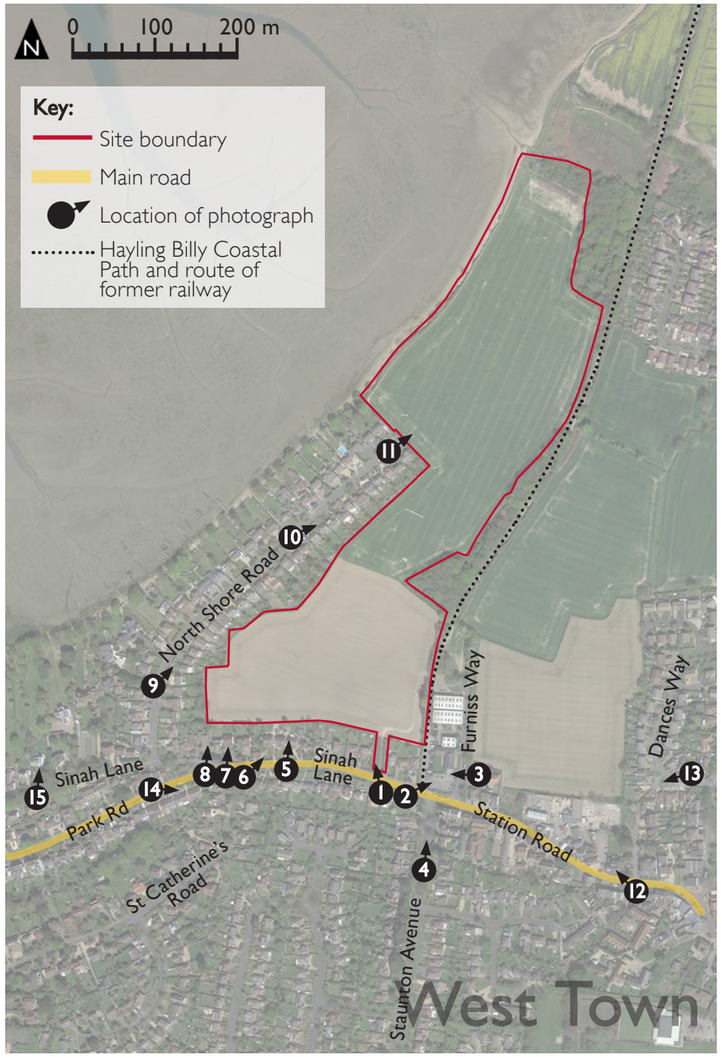
During the early twentieth century, housing development began to spread from these areas, with new roads such as St Catherine's Road and North Shore Road being constructed. Most of this development is piecemeal but some dwellings form part of a series of similar designs (Images 5, 9, 10 and 14).

There are two houses on Sinah Lane, west from the site, which are Grade II listed. Both date from 1935 and their design follows the early modernist style of Le Corbusier (Image 15).

Analysis of Surrounding Development

The majority of the dwellings in the vicinity of the site are detached and of unique design. There is therefore a very wide variation in materials and architectural detailing. Overall, the surrounding development tends to be fairly plain and traditional in style, with the occasional occurrence of features which are more modern in style.

In terms of eight, the surrounding housing consists of a mix of bungalows, dutch bungalows, and two storey houses. There are some three store buildings at the junction of Sinah Lane and Staunton Avenue.



Aerial view showing the site and its surrounding context



The gap between no.6 and no.10 allows the site to be accessed from Sinah Lane



View from Sinah Lane towards site of former Hayling Island railway station



Former goods shed of Hayling Island railway station, now used as a theatre



View north along Staunton Avenue



Existing detached houses on Sinah Lane with half-hip (clipped gable) roof forms



View north along North Shore Road, showing a series of detached bungalows



View of detached bungalows on Dances Way



View east along Sinah Lane



A series of detached dutch bungalows on North Shore Road with distinctive chimneys



View north-east along Park Road, showing semi-detached bungalows



Detached house and garage with half-hip (clipped gable) roof forms on Sinah Lane



View north over landscape from northern end of North Shore Road



Grade II listed Corbusier-inspired modernist houses on Sinah Lane



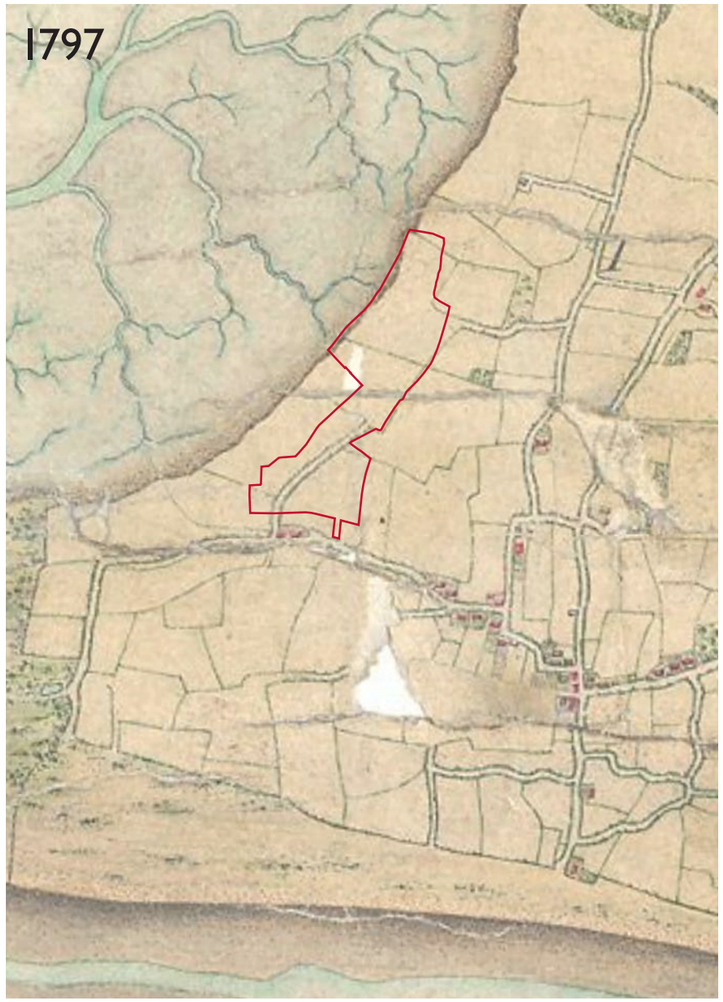
Bungalow and house on Sinah Lane

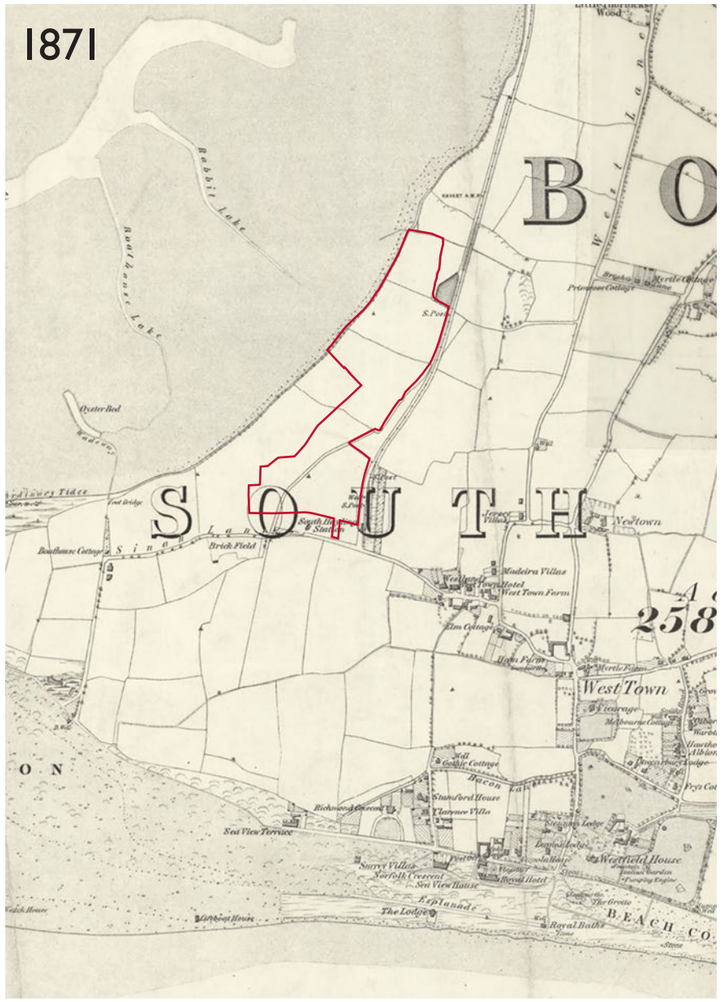


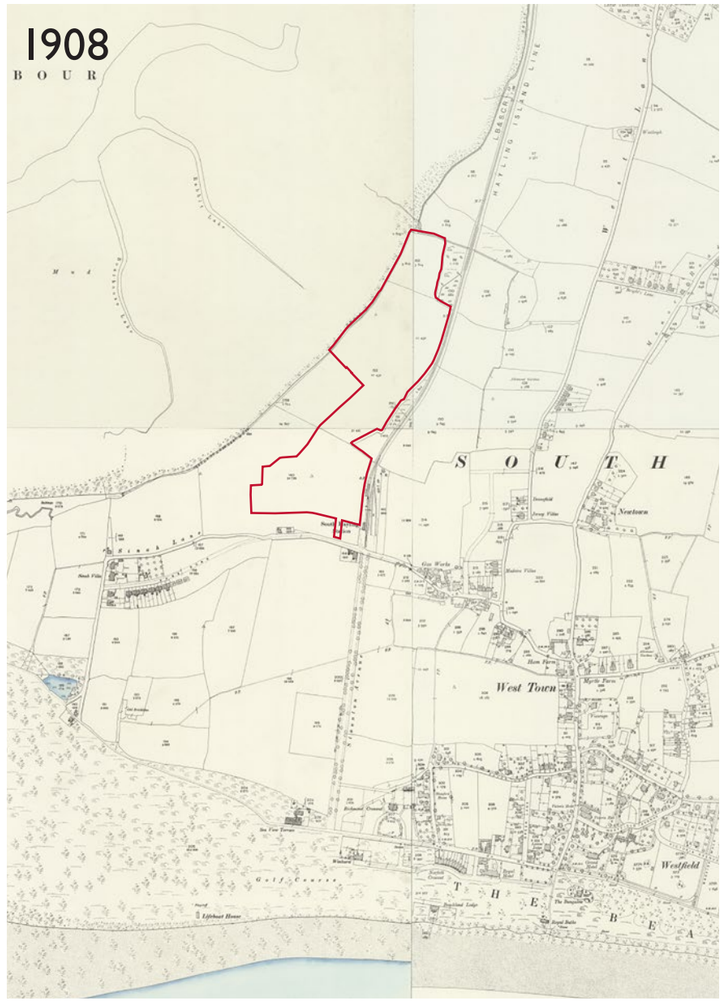
View of restaurant and public house on Station Road

Historic Maps

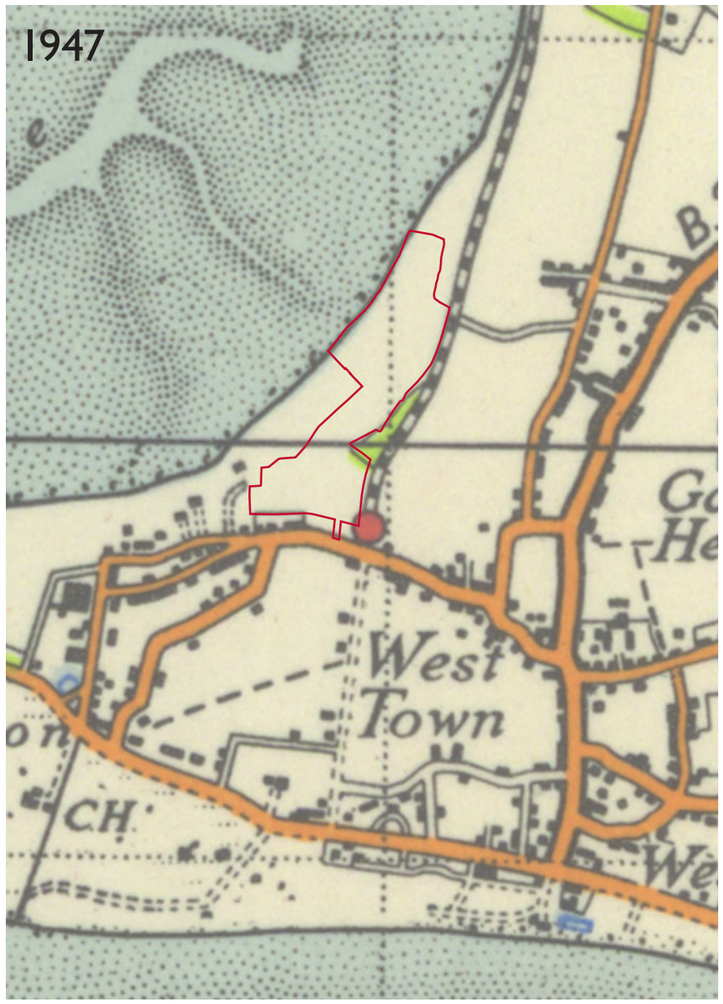
The following historic maps demonstrate how the site and surrounding area have developed from 1797 to the present.

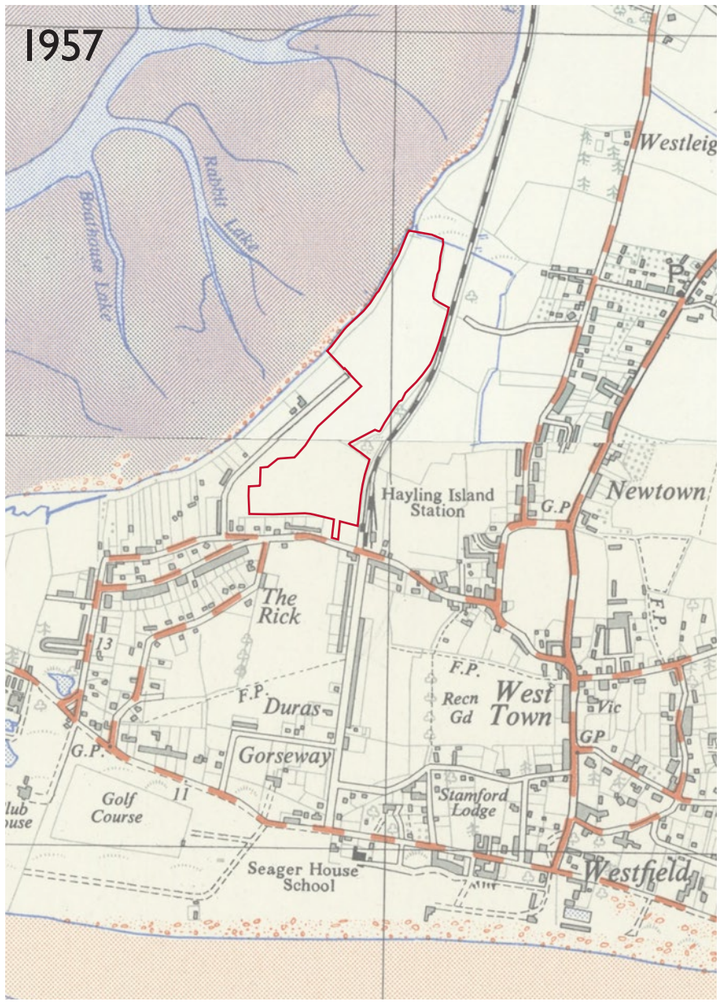


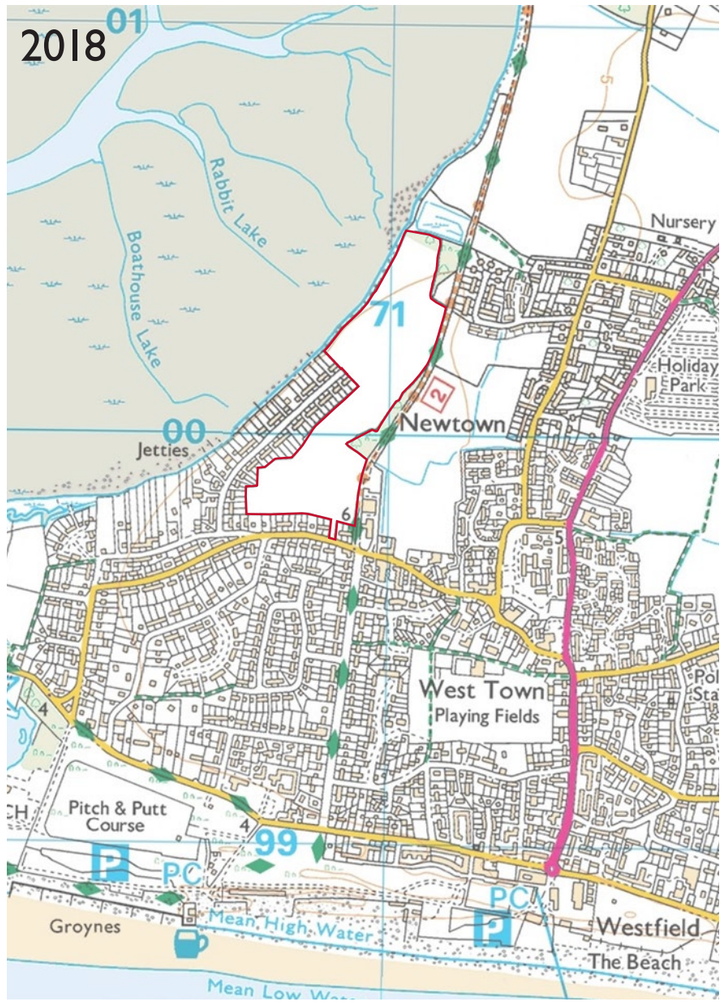




All maps: N 0 500 m







2.4 Local Facilities and Public Transport

Retail, Health and Community Facilities

The nearest collection of retail facilities are at West Town, a 500 metre walk east from the site. This includes a supermarket and pharmacy. There are also two public houses in this area, as well as a church, community centre and park.

A wider collection of retail facilities are available at Mengham, a 1.7km walk west of the site. In this area there are two supermarkets, two pharmacies, a post office, a church, a health centre and dentist.

Educational Facilities

Mengham Infant School and Hayling Island Library are a 1.5 km walk west from the site. Mengham Junior School sits further to the west, at a walk of 1.7 km from the site. The nearest secondary school is Hayling College, which is a walk of 2 km from the site.

Buses

The nearest pair of bus stops are located on Station Road, a 120 metre walk east from the site's southern access onto Sinah Lane. The westbound stop is served by service 30 which provides access to Havant via an anti-clockwise loop around South Hayling. Service 31 travels in a clockwise loop around South Hayling, before serving the eastbound stop at Station Road and continuing, via Newtown, to Havant. Both services operate at an approximately half hourly frequency on Mondays to Saturdays. On Sundays, the services operate hourly.

Rail

The nearest railway station is at Havant, 7 kilometres north from the site.



Local Facilities Diagram

Key:
- Site boundary
- Non-primary A road
- Other main road
- Bus stops
- Hayling Billy Coastal Route
- Retail area
- Post office
- Supermarket
- Pharmacy
- GP practice
- Dentist
- Hospital
- Infant school
- Junior school
- Secondary school
- Library
- Park
- Community centre
- Church
- Public house

2.5 SWOT Analysis

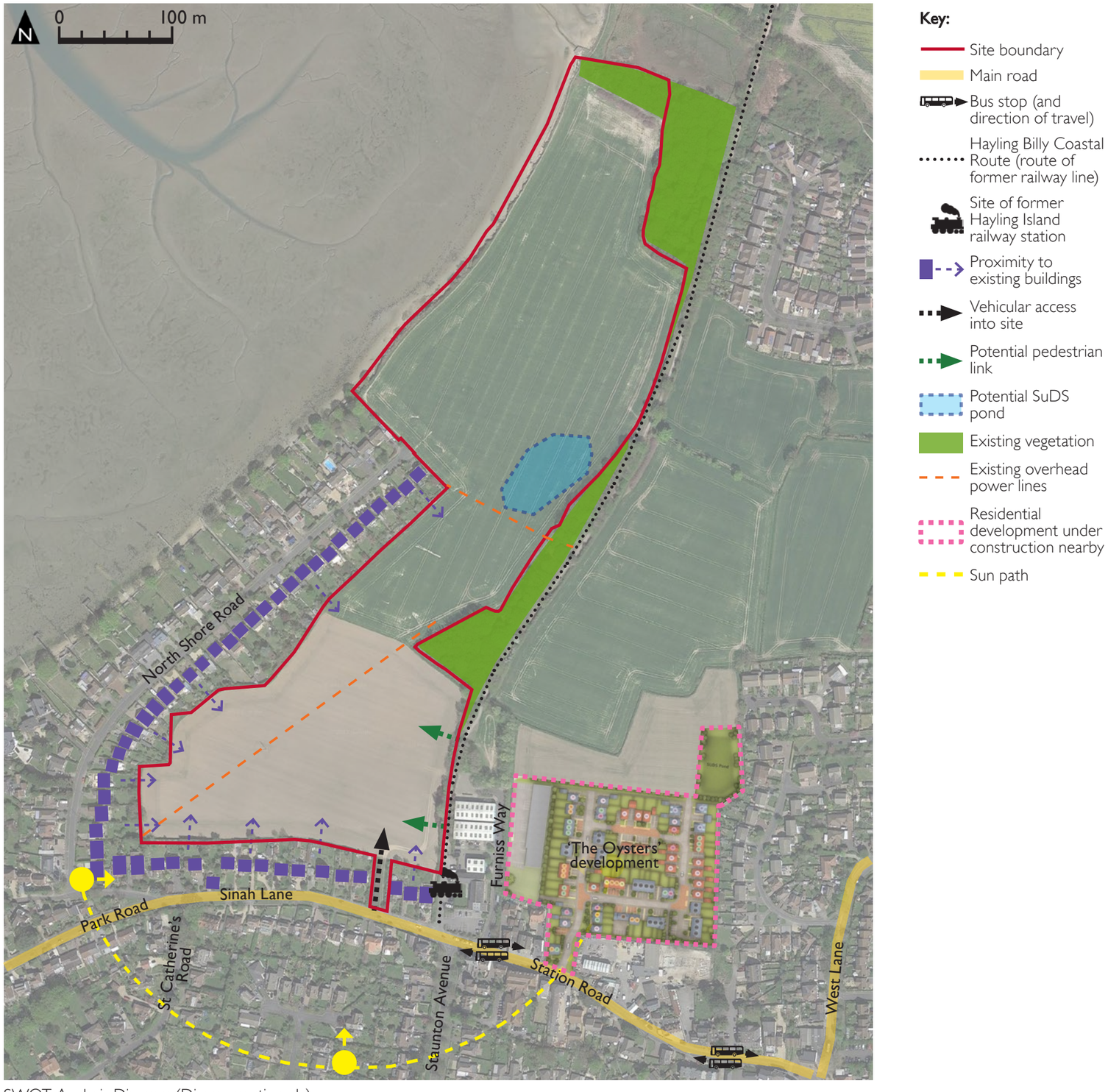
The site analysis information shown in this section has been summarised in the form of a SWOT analysis, in which the site is examined in terms of its strengths, weaknesses, opportunities and threats. This exercise has facilitated the formation of the concept proposal for the site. The findings are illustrated on the adjacent diagram and are summarised below:

Strengths
- The site is relatively flat
- Previously undeveloped land
- Proximity to a range of local facilities
- Existing cycle route along former railway line
- Nearby bus stops are within walking distance
- Attractive landscape setting with some established vegetation

Weaknesses
- Existing overhead lines over site

Opportunities
- Potential vehicular access point from adjacent main road
- Potential new pedestrian entrances into the site
- Potential new SuDS pond

Threats
- Potential overlooking and privacy issues from some adjacent properties



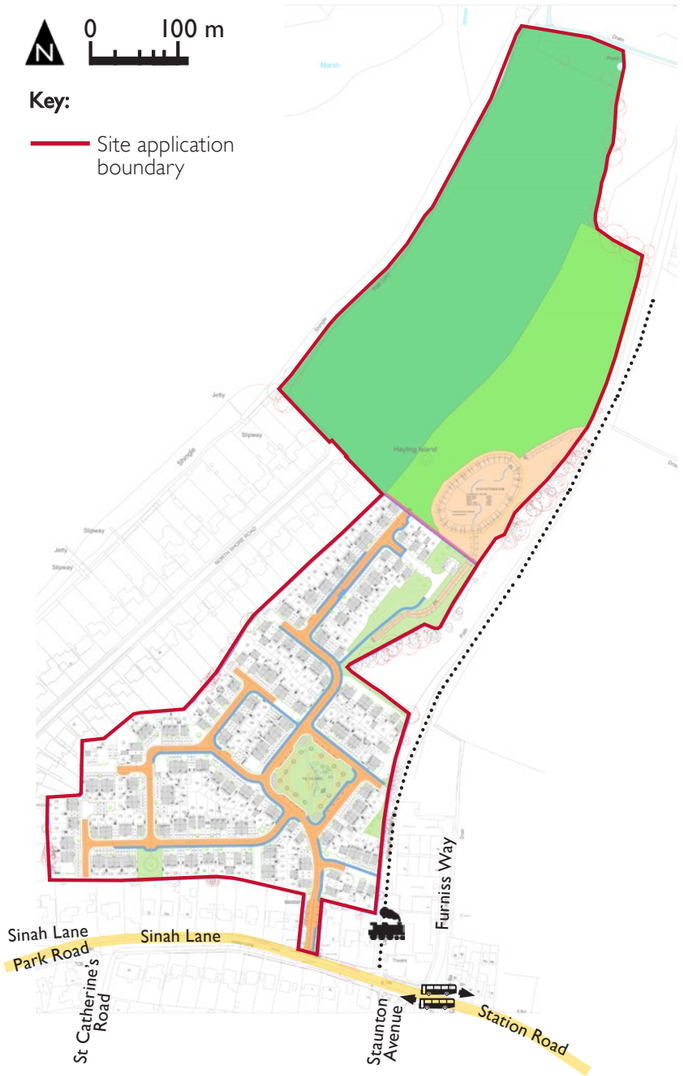
SWOT Analysis Diagram (Diagrammatic only)

Section 3

Design Proposals

3.1 Layout

On the southern portion of the site, an area of residential development is proposed (incorporating a substation and public open space) with vehicular access via Sinah Lane. On the central portion of the site an area of SuDS (including a pumping station) is proposed. For the northern portion of the site the proposal is for a change of use of land from agricultural to a Wader and Brent Geese refuge.



Coloured Version of Proposed Site Layout Plan



Extract from Coloured Version of Proposed Site Layout Plan showing proposed residential development

3.2 Accommodation

The residential portion of the proposed development involves the erection of 195 dwellings (including a 30% provision of affordable homes) with vehicular access via Sinah Lane.

The development will provide a variety of dwellings ranging from 2 to 4 bedrooms in size. The majority of the development will consist of 2 storey houses or maisonettes, with some 2.5 storey houses.

Sinah Lane, Hayling Island

idp PARTNERSHIP NORTHERN

BDW SOUTHAMPTON

	ha	acres
GROSS SITE AREA	12.64	31.23
NETT SITE AREA	4.77	11.79

26-Jun-2019

HOUSE TYPE	BEDROOM/PERSON	DESCRIPTION	STOREYS	NO	MIX	SQ FT	SQ M	TOTAL SQ FT	TOTAL SQ M
Private Mix									
Kenley	2B/4P	Terr/semi	2	29	21	615	57.1	17835	1655.9
Maidstone	3B/5P	Terr / Semi	2	45	33	830	77.1	37350	3469.5
Moresby	3B/5P	Semi / Detached	2	23	17	855	79.4	19665	1826.2
Kingsville	3B/5P	Terr / Semi	2.5	14	10	1072	99.6	15008	1394.4
Chester	4B/6P	Detached	2	17	12	1032	95.9	17544	1630.30
Kingsley	4B/7P	Detached	2	9	7	1085	100.8	9765	907.20
			TOTAL	**137**	**100**			**117167**	**10883.50**
Affordable Mix									
HT1	2B/3P	Maisonette	2	2	3	722	67.1	1444	134.2
HT2	2B/3P	Maisonette	2	2	3	825	76.6	1650	153.2
Ambersham	2B/3P	Maisonette	3	12	21	584	54.3	7008	651.6
Maldon	2B/3P	Maisonette	3	12	21	676	62.8	8112	753.6
Alverton	2B/3P	Coach House	2	4	7	687	63.8	2748	255.2
T51	2B/4P	Terr/semi	2	8	14	842	78.3	6736	626.4
T52	3B/5P	Terr/semi	2	14	24	926	86.0	12964	1204
T55	3B/5P	Terr/semi	2	4	7	958	89.0	3832	356
			TOTAL	**58**	**100**			**44494**	**4134.2**
		OVERALL TOTALS		**195**				**161661**	**15017.70**

OVERALL DENSITY	
UNITS / ha	40.88
UNITS / ACRE	16.54
SQ M / ha	3148
SQ FT / ACRE	13712

PRIVATE MIX	TOTAL	%
2 BED HOUSE/APT	29	21
3 BED HOUSE	82	60
4 BED HOUSE	26	19
	137	100

OVERALL / SHARED OWNERSHIP AFFORDABLE		
BEDS		SOCIAL (%)
2 BED	40	69
3 BED	18	31
	58	**100**

NOTE: Nett area and gross area excludes all public open space and associated structural landscaping / buffer planting

Accommodation Schedule

3.3 Affordable Homes

The proposed mix of housing is shown below and comprises 137 open market units and 58 affordable units providing a range of housing types, sizes and tenures.

Private Mix	Total	%
2 bed house	29	21
3 bed house	82	60
4 bed house	26	19
Total	**137**	**100**

Market Housing Table

Affordable Mix	Total	%
2 bed house/maisonette	40	69
3 bed house	18	31
Total	**58**	**100**

Affordable Housing Table



Key:

- Site boundary
- Private sale unit
- Shared ownership
- Affordable rent unit
- # Affordable rent maisonettes (showing number of units)

Affordable Housing Diagram

3.4 Spatial Syntax

The adjacent diagram illustrates how the spatial design of the proposed development helps create a sense of place. This is achieved, for example, by the strategic placement of significant buildings at the end of view vistas. Sequences of space are created by providing a series of open spaces, carefully defined by strong frontages, and linked via more confined areas defined by pinch points. Where frontages turn corners, double-aspect corner-turner units are placed to create a more pleasant streetscape and maximise the passive surveillance of the street.



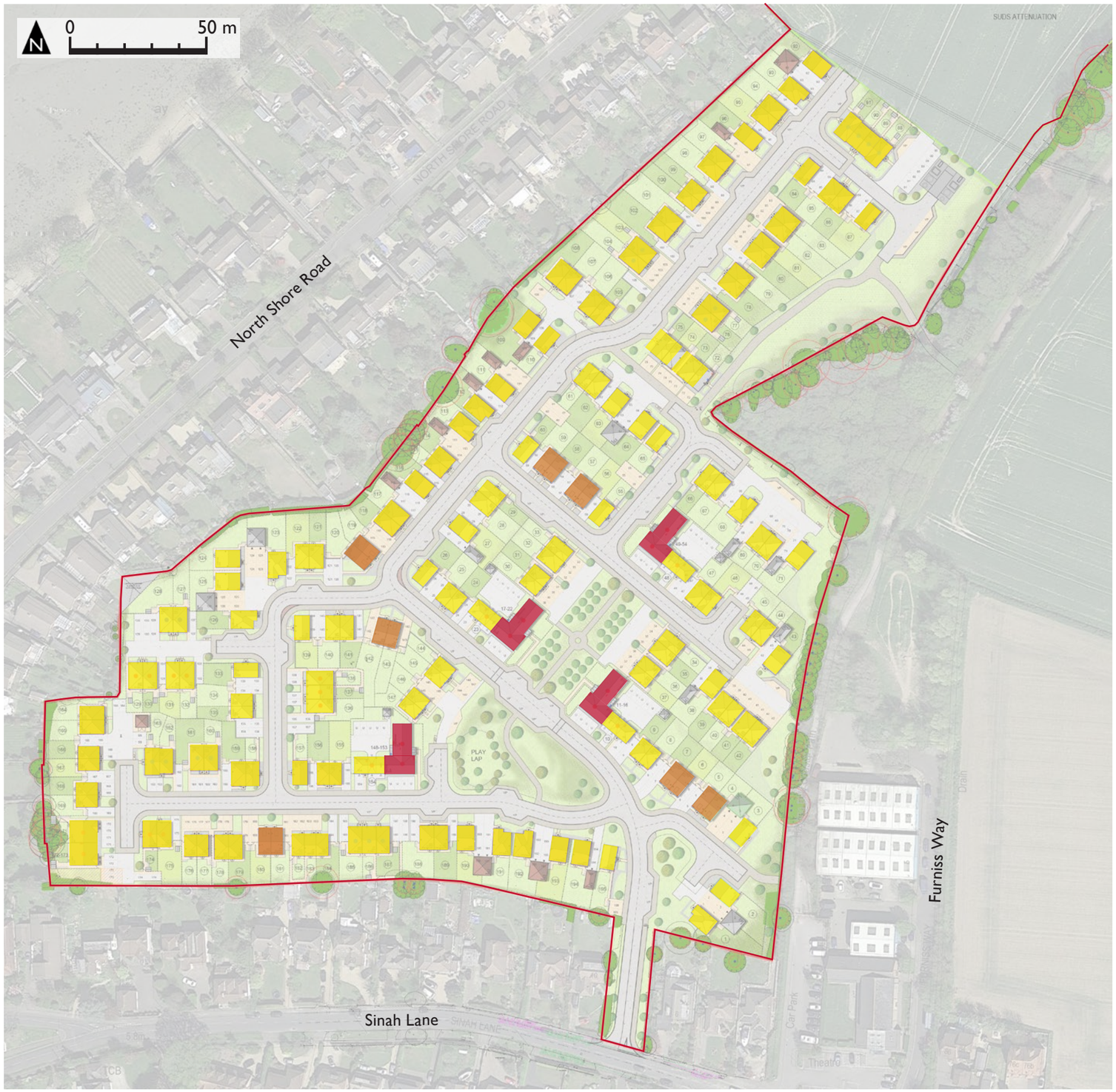
Key:

- Site boundary
- View vista
- Vista stop
- Double-aspect corner-turner unit
- Significant building
- Strong frontage
- Pinch point
- Sequence of space

Spatial Syntax Diagram

3.5 Scale

The majority of the development will consist of 2 storey houses or maisonettes, with some 2.5 storey houses, and 3 storey apartment buildings.



Storey Heights Diagram



Indicative massing model of the residential development looking north west towards North Shore Road



Indicative massing model of residential development looking north towards North Shore Road



Indicative massing model of the residential development looking from an aerial perspective

3.6 Landscape and Ecology

Landscape Proposals

The landscape concept and vision seeks to ensure that the new development sits within the existing mature landscape structure, retaining the site's relationship with the wider landscape.

The layout has been designed to ensure that the existing trees and hedges are retained where possible to soften the development periphery.

The existing vegetation will be supplemented with native tree and shrub species, to reinforce the boundary planting where necessary.

Site Entrance and Green Spaces

Moving through the site entrance on Sinah Lane draws toward the Orchard, a Public Open Space featuring; a Local Equipped Area of Play; wild flower meadow mix; and recreational area. Along the perimeter of the Orchard are a variety of fruit bearing trees such as; Pear, Apple, and Plum.

There are additional open green spaces within the development, a pocket park to the south and a green corridor along sites northern extents. The green corridor features native buffer planting, open wild flower meadow mix and integrated wet shrub planting, intended to function as part of a Sustainable Urban Drainage system.

Throughout the development trees will be used to enhance biodiversity and provide seasonal interest.

Plot Landscape

Plot frontages along the avenue roads will include: decorative and native hedgerows, and shrub and herbaceous planting creating a strong landscaped scene across the site.

A combination of deciduous and evergreen planting provides year-round interest. Flowering wildlife friendly species will enhance the biodiversity of the site and hedge species are selected for their natural long-lasting leaf cover throughout the year.



Proposed Landscape Plan (prepared by landscape architect ACD)

Wader and Brent Goose Refuge

As part of the application it is proposed that the northern extent of the site is converted from arable land to a Wader and Brent Goose Refuge. This land is currently used by brent geese and waders in years when the crop provides a suitable food source and it is proposed that the land is converted to pasture to provide suitable habitat year-round. This will be supplemented by the creation of wader scrapes to provide standing water features. The objective of this is to secure the condition of the area as suitable for waders and brent geese in the long term and to increase its value from a secondary support site to a core site. Measures have also been proposed to reduce the impacts of current disturbance to birds using the site.

This strategy has been developed in consultation with the RSPB and it is intended that they take on the long term management and monitoring of the site following the provision of a commuted sum. The creation of Wader and Brent Goose refuges meets the overall strategy of Havant Borough Council to protect wader populations from future development pressure and in this case contributes to the development achieving a biodiversity net gain.



Winter Bird Mitigation Plan (prepared by landscape architect ACD)

3.7 Appearance

Materials

The plan below illustrates the use of specific materials for elevational treatments, roofs and surfaces.

MATERIAL KEY:

Brick type

OPTION A
Weinerberger Sandalwood Yellow with Weinerberger C

OPTION B
Weinerberger Calderra Red with Weinerberger Sandalv

Boarding Type

OPTION A
Marley Cedral - Colour C15 Dark Grey

Tile Hanging

OPTION A
Colour Red

OPTION B
Colour Grey

Roof Type

OPTION A
Grovebury Grey Slate Tile

OPTION B
Grovebury Farmhouse Red Tile

NOTE:
Plain tiles to Bay / Porch :
Colour to match main roof tile

Surface materials

Adopted Road - Macadam

Adopted Road - Block Paving (Colour TBC)

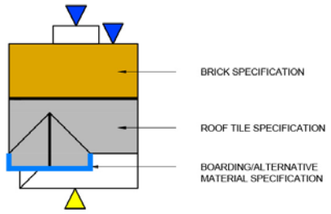
Adopted Public Footpath - (Colour TBC)

Visitor parking - Keyblock (Colour TBC)

Private Drives - Block Paving (Colour TBC)

Private Drives - Tarmac (Colour TBC)

Shared Drives - Tarmac



OTHERS

GATE

GARDEN SHED (2000 x 1500mm)

BIN STANDING AREA (GREY PAVING SLABS)

NOTES:
PRIVATE FOOTPATHS TO BE 900MM WIDE UTILISING 450MM X 450MM GREY PAVING FLAGS.
WHITE FASCIAS, SOFFITS AND METER BOXES TO BE USED THROUGHOUT.
BLACK UPVC HALF ROUND RAINWATER GOODS TO BE USED THROUGHOUT.

PATIOS SIZES :

BARRATT
FRONT/REAR Good quality paving slabs to front entrance and rear access path where required. Slabs to be 450 x 450 (Statesman, Ambassador, Embassy, President)

REAR Concrete paving slabs continuous to rear access path. Patio area 2.5 x 2.5 m paving slab patio outside 'French' door. Slabs to be 450 x 450 (Ambassador, Embassy)REAR Concrete paving slabs continuous to rear access path. Patio area 3.5 x 3.5 m paving slab patio outside 'French' door. Slabs to be 450x450 (President)



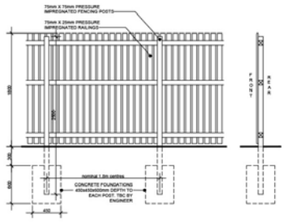
Proposed Materials Plan

Boundary Treatments

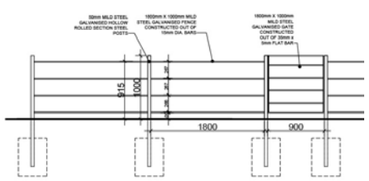
A number of boundary treatments will be used, depending upon the specific location. The plan below shows where each type of boundary treatment will be applied, and elevational details for these are provided in the key adjacent.

BOUNDARY TREATMENTS

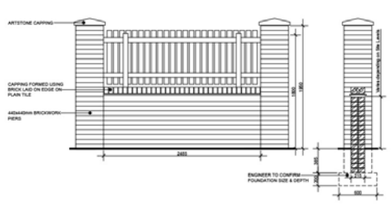
- 1800mm high close boarded timber Fence
- 1800mm Brick Wall with Timber Fence Panel
- 1800mm Brick Wall with Brick Piers
- 1000mm Estate Rail
- Hedge (height to be determined on location to landscape architects details)



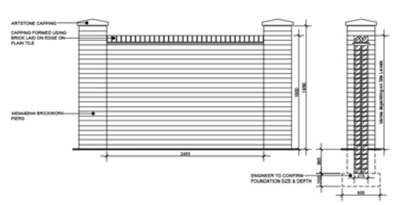
1800mm High Close Boarded Timber Fence



1000mm Estate Rail



1800mm High Brick Wall with Timber Fence Panel



1800mm High Brick Wall with Brick Piers



Hedge (height to be determined on location)



Proposed Boundary Treatment Plan

Streetscene Elevations



STREETSCAPE 1



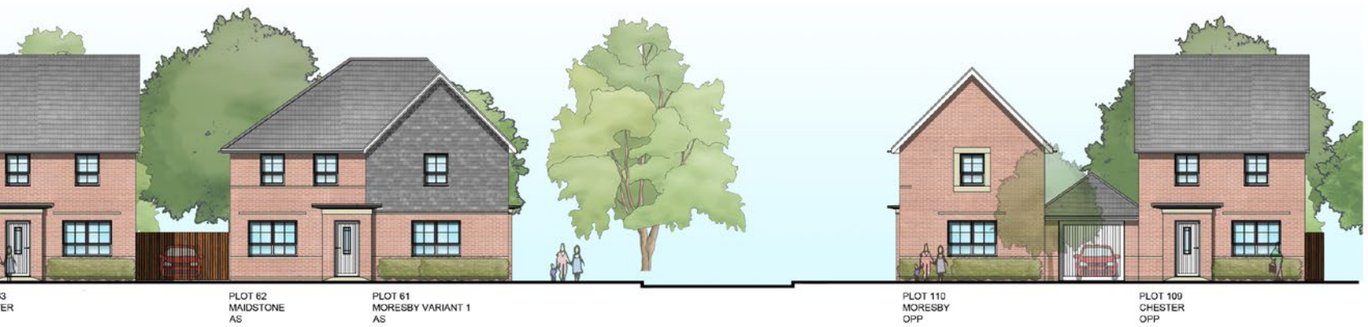
STREETSCAPE 2



STREETSCAPE 3









Plan showing location of streetscenes

All streetscenes:



STREETSCAPE 4



STREETSCAPE 5



PLOT 110
MORESBY
OPP



PLOT 95
MAIDSTONE VARIANT 1
AS

PLOT 94
MAIDSTONE VARIANT 1
OPP

PLOT 93
KINGSLEY
OPP

PLOT 92
CHESTER
OPP



Plan showing location of streetscenes

Visualisations



Artists impression of proposed streetscape



Artists impression of proposed streetscape



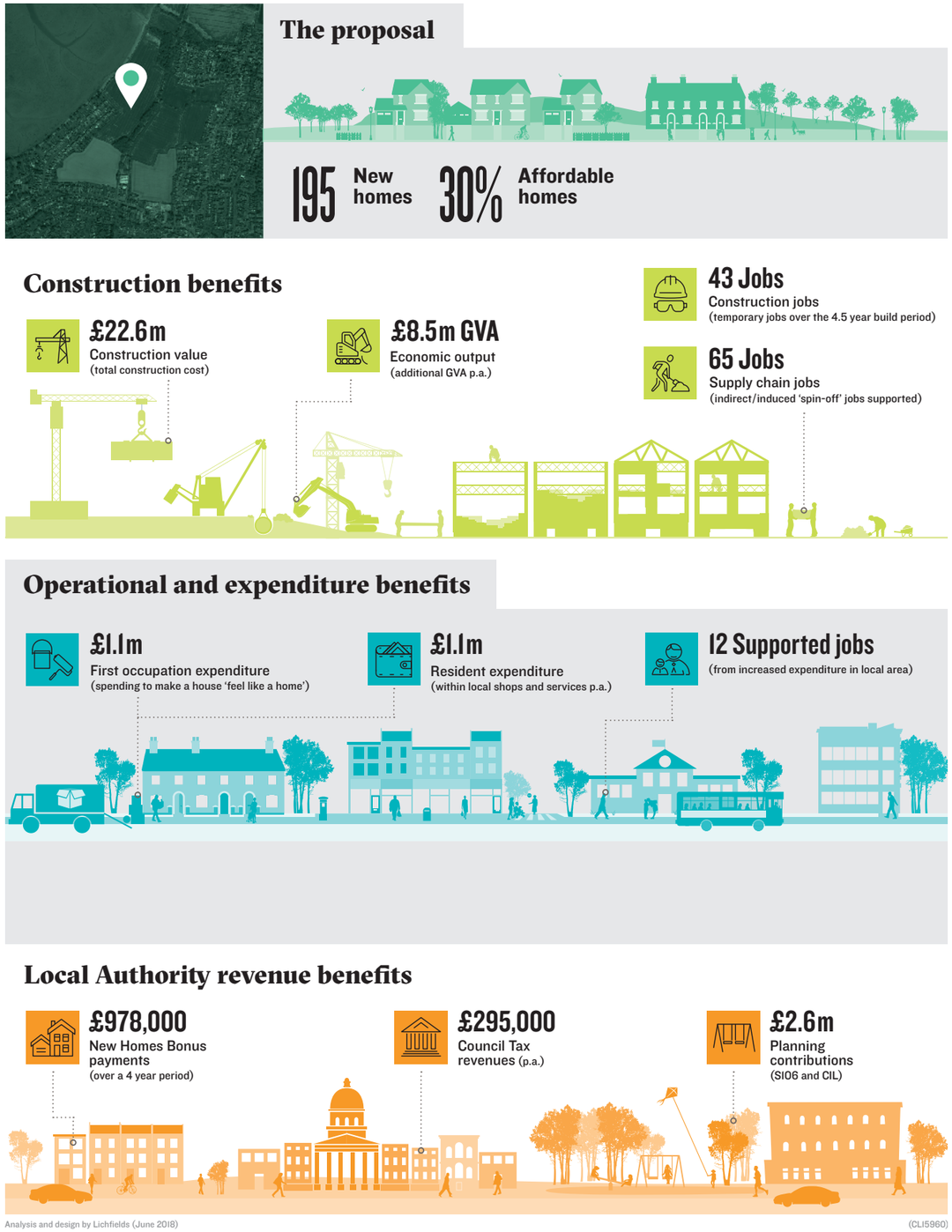
Artists impression of proposed streetscape

3.8 Economic Benefits of the Proposed Development

An economic assessment has been undertaken by Lichfields Planning and Development Consultancy to understand the benefits of the proposed development. The proposal will provide 195 new homes offering the opportunity to meet Havant Borough Council's objectively assessed housing need and add to the local authority's revenues.



Proposed Development

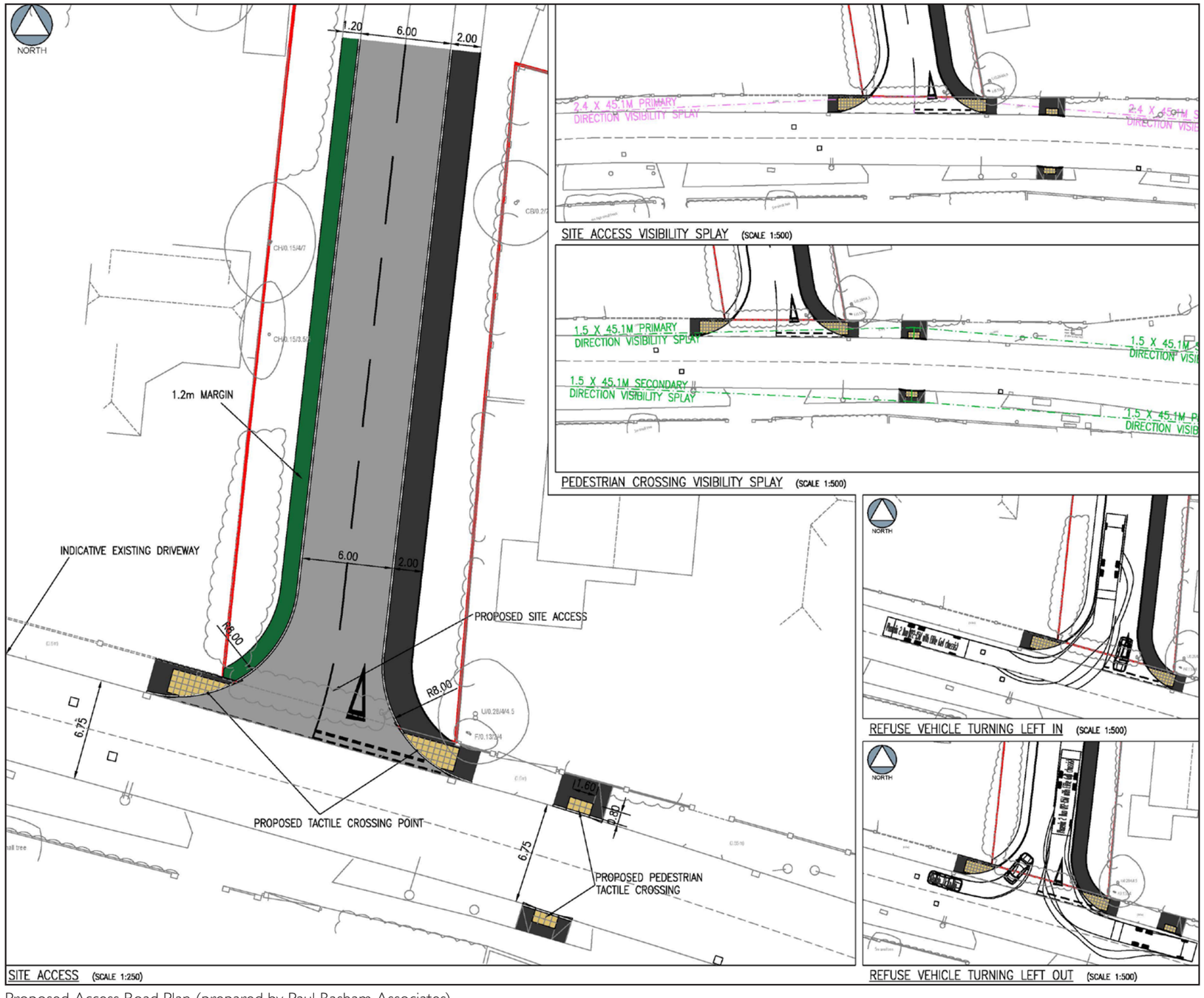


Section 4

Access Proposals

4.1 Connection with Existing Networks

The following plan, prepared by Paul Basham Associates, illustrates the proposed access road connection with Sinah Lane.



Proposed Access Road Plan (prepared by Paul Basham Associates)

4.2 Movement and Street Hierarchy

The following diagram illustrates the road hierarchy proposed for the site, giving an indication of; the interface between shared space and vehicular routing, the vehicular and pedestrian access points into the site, and the cycle and foot paths.



Key:

- Site boundary
- Existing vehicular access into site
- Proposed vehicular access into site
- Primary vehicular route
- Secondary vehicular route
- Tertiary vehicular route
- Private drive
- Main pedestrian links
- Proposed pedestrian access into site

Movement and Street Hierarchy Diagram

4.3 Parking

Private parking, where appropriate, is provided in curtilage in order to minimise the visual impact of the car and to de-congest the road network. Visitor parking is provided in easy to locate locations adjacent to adopted highways.

Privacy and security are major concerns within housing design and incorporating the car within a streetscape, without visual domination, is a key challenge of the proposals. A variety of techniques for providing parking have been used on this scheme so as to provide variety to the streetscene, and to minimise the impact of cars in the public realm. These include:

- On plot: driveway
- On plot: driveway plus integral garage
- On plot: side parking
- On plot: side parking with garage space
- Off plot parking space

Locations and types of parking space are shown on the diagram adjacent, and the number of each type are shown in the key below.

Key (with numbers of spaces shown in brackets):

- Site boundary
- On-plot parking (374)
- Off-plot parking (374)
- On-plot or integral garage (32)
- Visitor parking (39)
- Service space (2)

(406)



Parking Diagram

Section 5

Building for Life Assessment

Integrating into the Neighbourhood

Question 1: Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

Fail	
Review	
Achieve	✓

1a. Where should vehicles come in and out of the development?

The main vehicular access route into the site will utilise the existing field track entrance from Sinah Lane, between probably no.6 and no.10 Sinah Lane.

To the east, the site is bounded by the Hayling Billy Coastal Route (a former railway line), and areas of established vegetation alongside this.

The site is bounded to the south by the rear gardens of existing residential properties on Sinah Lane.

To the west and north-west, the site is bounded by the rear gardens of existing residential properties on the North Shore Road.

Due to the inaccessibility of the other boundaries, the Sinah Lane access will be the only vehicular access to the site.

1b. Should there be pedestrian and cycle only routes into and through the development? If so where should they go?

Within the detailed proposal we have identified the primary, secondary and tertiary road network.

Along these residential streets, priority has been placed on the design for pedestrians and cyclists, as well as providing access for vehicles, (except for buses and commercial vehicles).

Streets have been designed to provide a more formal arrangement which is reflected in the proposed arrangement of buildings, footpaths, on-street parking (parallel or right-angle) and traffic calming.

Courtyard areas are designed as traffic calmed zones, creating spaces where pedestrians and cyclists have priority over vehicles.

The associated highway footpaths form a continuous link through the development and link to footpath access onto the Hayling Billy Coastal Route cycle path. An existing BMX / mountain bike track is also located adjacent to the Hayling Billy Coastal Route.

1c. Where should new streets be placed and could they be used to cross the development site and help create linkages across the scheme and into the existing neighbourhood?

A suitable street pattern has developed taking cognisance of existing topography, plot depth, landscaping and appropriate layout design. Within the site, the roads and footpaths have been designed to provide direct and secure access to all properties, whilst meeting minimum adoptable standards.

The main site access from Sinah Lane providing vehicular, pedestrian and cycle access will ensure good connectivity through the site.

The additional links onto Hayling Billy Coastal Route will provide greater access for pedestrians and cyclists.

Properties fronting onto the Hayling Billy Coastal Route will also provide greater surveillance and active front to this existing route / amenity space.

A central green space has also been designed to provide an attractive nodal point within the proposals.

1d. How should the new development relate to existing development? What should happen at the edges of the development site?

The site is a discrete parcel of development land. The proposed design responds to the adjacent land uses. The proposed access point will integrate with the existing road network on Sinah Lane.

The development cells are conceived in a perimeter block format which provides active frontages establishing a street pattern to integrate residential properties, public open space and agricultural fields / tree coppice further north of the northern boundary.

Properties also face onto the Hayling Billy Coastal Trail to ensure good surveillance and active frontage is provided to the eastern boundary.

Question 2: Facilities and Services

Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

Fail	
Review	
Achieve	✓

2a. Are there enough facilities and services in the local area to support the development? If not, what is needed?

There are sufficient facilities and services in the local area as follows:

Retail, Health and Community Facilities

The nearest collection of retail facilities are at West Town, a 500 metre walk east from the site. This includes a supermarket and pharmacy. There are also two public houses in this area, as well as a church, community centre and park.

A wider collection of retail facilities are available at Mengham, a 1.7km walk west of the site. In this area there are two supermarkets, two pharmacies, a post office, a church, a health centre and dentist.

Educational Facilities

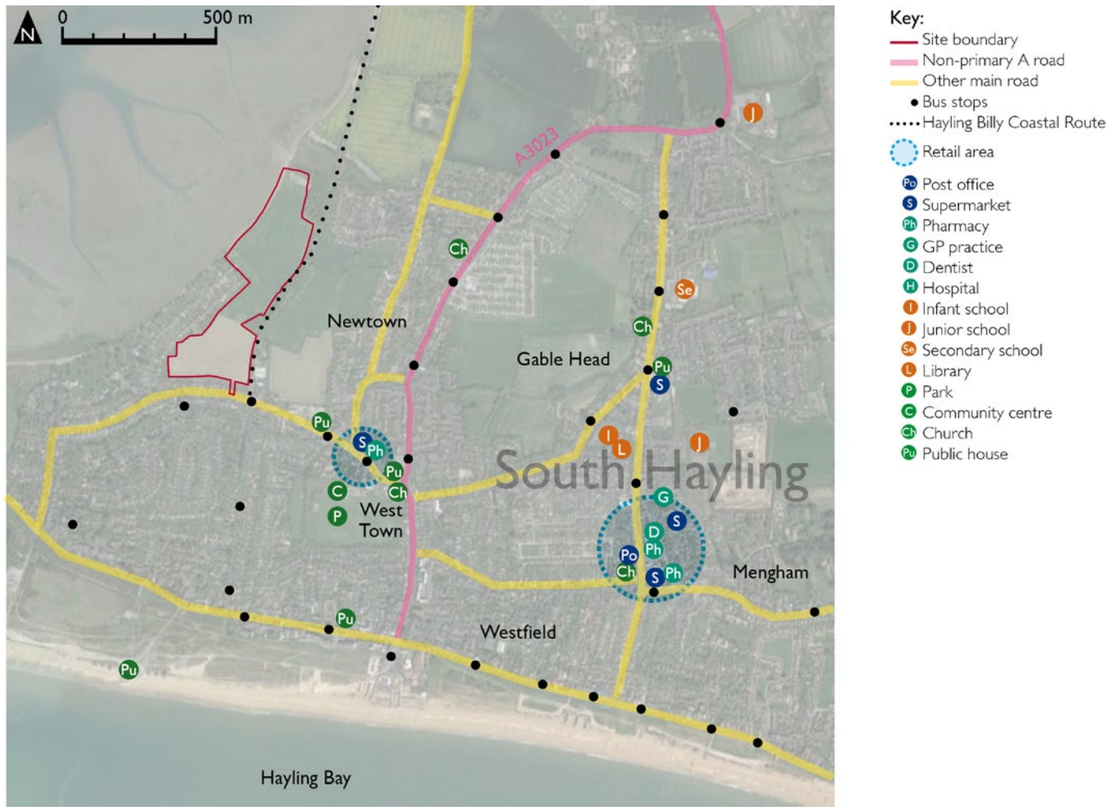
Mengham Infant School and Hayling Island Library are a 1.5 km walk west from the site. Mengham Junior School sits further to the west, at a walk of 1.7 km from the site. The nearest secondary school is Hayling College, which is a walk of 2 km from the site.

2b. Are these facilities what the area needs?

Yes – Further facilities have not been identified as being required for this residential planning application.

2c Are these new facilities located in the right place? If not, where should they go?

Not applicable - Further facilities have not been identified as being required for this residential planning application.



Local Facilities Diagram

Question 3: Public Transport

Does the scheme have good access to public transport to help reduce car dependency?

Fail	
Review	
Achieve	✓

3a. What can the development do to encourage more people (both existing and new residents) to use public transport more often?

The site is located on Haying Island, situated off the south coast of England, east of Portsmouth and south of Havant. Within the site southern area of the island, known as South Hayling, the site is located in the western part of the settlement known as West Town.

Adjacent to the site is the former terminus of a railway line which once linked Havant with Hayling Island. This route now forms the Hayling Billy Coastal Path.

The site is located in an area well served by public transport links as follows:

Buses

The nearest pair of bus stops are located on Station Road, a 120 metre walk east from the site's southern access onto Sinah Lane. The westbound stop is served by service 30 which provides access to Havant via an anti-clockwise loop around South Hayling. Service 31 travels in a clockwise loop around South Hayling, before serving the eastbound stop at Station Road and continuing, via Newtown, to Havant. Both services operate at an approximately half hourly frequency on Mondays to Saturdays. On Sundays, the services operate hourly.

Rail

The nearest railway station is located at Havant, 7 kilometres north from the site, and can be accessed from the site via bus.

3b. Where should new public transport stops be located?

No new public transport stops are proposed.

Question 4: Meeting Local Housing requirements

Does the development have a mix of housing types and tenures that suit local requirements?

Fail	
Review	
Achieve	✓

4a. What types of homes, tenure and price range are needed in the area (for example, starter homes, family homes or homes for those downsizing)?

The proposed mix of housing is shown below and comprises 137 open market units and 58 affordable units providing a range of housing types, sizes and tenures.

Private Mix	Total	%
2 bed house	31	23
3 bed house	86	63
4 bed house	20	15
Total	**137**	**100**

Market Housing Table

Affordable Mix	Total	%
2 bed house/maisonette	38	66
3 bed house	20	34
Total	**58**	**100**

Affordable Housing Table

4b. Is there a need for different types of home ownership (such as part buy and part rent) or rented properties to help people on lower incomes?

Barratt David Wilson Homes have provided an appropriate housing mix based upon detailed discussion with the Local Authority and parameters of the SHMA mix.



Affordable Housing Diagram

Creating a Place

Question 5: Character Areas

Does the scheme create a place with a locally inspired or otherwise distinctive character?

Fail	
Review	
Achieve	✓

5a. How can the development be designed to have a local or distinctive identity?

The proposed design responds to the surrounding environment, the site constraints and the perceived requirements of the local area and community. The housing is of mixed type and scale, with distinct style variations of traditional detailing and palette of materials.

The series of distinct individual groupings of dwellings are linked by circulation and landscaping.

In general:

- Promote character in townscape and landscape by responding to local character and need
- Respond to site constraints
- Provide streetscape and frontage
- Quality of public realm in promoting attractive, safe and uncluttered public spaces and routes
- Promote accessibility and local permeability with priority to pedestrian and cyclist
- Promote legibility through recognisable routes and public spaces
- Incorporate streetscape with continuity and enclosure

5b. Are there any distinctive characteristics within the area, such as building shapes, styles, colours and materials or the character of streets and spaces that the development should draw inspiration from?

The design team have fully researched the local context and local vernacular.

The majority of the dwellings in the vicinity of the site are detached and of unique design. There is therefore a very wide variation in materials and architectural detailing. Overall, the surrounding development tends to be fairly plain and traditional in style, with the occasional occurrence of features which are more modern in style.

In terms of eight, the surrounding housing consists of a mix of bungalows, dutch bungalows, and two storey houses. There are some three store buildings at the junction of Sinah Lane and Staunton Avenue.

Therefore, the proposed architectural design utilises a traditional approach, reflected in the suggested palette of materials, detailing, roof forms and building heights.

Question 6: Working with the Site and its Context

Does the scheme take advantage of existing topography, landscape features (including water courses), trees and plants, wildlife habitats, existing buildings, site orientation and microclimate?

Fail	
Review	
Achieve	✓

6a. Are there any views into or from the site that need to be carefully considered?

The site is a discrete parcel of development land.

The spatial design of the proposed design helps to create a sense of place. This is achieved, for example, by the strategic placement of significant buildings at the end of view vistas.

Sequences of space are created by providing a series of open spaces, carefully defined by strong frontages, and linked via more confined areas defined by pinch points.

Where frontage turns corners, double aspect corner-turn units are placed to create a more pleasant streetscape and maximise the passive surveillance of the street.

Properties provide an active frontage onto Hayling Billy Coastal Route to the eastern boundary and on the northern boundary providing glimpsed, distant, sea views over open agricultural farmland.

6b. Are there any existing trees, hedgerows or other features, such as streams that need to be carefully designed into the development?

This site is currently a ploughed agricultural field with no landscape features within the site, save for sporadic trees and hedges to the boundaries.

A 6m coppice and tree line is located to the north-east of the site and along the existing Hayling Billy Coastal Route to the eastern site boundary.

6c. Should the development keep any existing building(s) on the site? If so, how could they be used?

There are no existing buildings on the site.

Question 7: Creating Well defined Streets and Spaces

Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

Fail	
Review	
Achieve	✓

7a. Good streets and spaces are created by enclosing them with buildings and a strong landscaping scheme. Are buildings used to create enclosed streets and spaces?

The spatial design of the proposed development helps create a sense of place. This is achieved, for example, by the strategic placement of significant buildings at the end of view vistas.

Sequences of space are created by providing a series of open spaces, carefully defined by strong frontages, and linked via more confined areas defined by pinch points.

Where frontages turn corners, double aspect corner-turner units are placed to create a more pleasant streetscape and maximise the passive surveillance of the street.

A central green square has been proposed as part of the development. This will provide a central nodal point to orientate both residents and visitors alike. Active frontage is also provided to Hayling Billy Coastal Trail.

Within the detailed proposals we have identified within the overall highway design:

- primary,
- secondary,
- tertiary, and
- courtyards

This road network design provides a perimeter block built form ensuring well designed street scenes and enclosure is provided.

7b. Good buildings 'turn' corners. Do buildings turn corners well?

Specific corner-turner homes are provided to enhance the streetscene, provide active frontages and satisfy enhanced Secure by Design principles, to limit blank gables.

7c. Do all fronts of buildings, including front doors, face the street?

Yes – plot frontages are designed to make quite clear where the entrances are.

Question 8: Easy to Find Your Way Around

Is the development designed to make it easy to find your way around?

Fail	
Review	
Achieve	✓

8a. Will the development be easy to find your way around? If not, what could be done to make it easier to find your way around?

Yes – the development will be easy to find your way around due to the scale and massing and strategic positioning of highways, feature buildings, and landscaping. The proposed central green square will also aid legibility and way-finding as a central nodal point within the proposal.

The tree line on the eastern boundary adjacent to Hayling Billy Coastal route will also provide a linear backdrop on which to orientate this well-known local cycle and pedestrian link.



Movement and Street Hierarchy Diagram

Street and Home

Question 9: Streets for All

Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

Fail	
Review	
Achieve	✓

9a. Are streets pedestrian friendly and are they designed to encourage cars to drive slower and more carefully?

The overall size of development and lengths of highway will inherently restrict the speeds of vehicles.

Along the residential streets priority has been placed on the design for pedestrians and cyclists as well as providing access for vehicles (except buses and commercial vehicles). Streets have been designed to provide a more formal arrangement which is reflected on the proposed arrangement of buildings, footpaths, on-street parking (parallel or right-angle) and traffic calming.

Courtyard areas are designed to traffic calmed spaces, creating spaces where pedestrians and cyclists have priority over vehicles.

9b. Are streets designed in a way that they can be used as social spaces, such as places for children to play safely?

The highways are arranged to form primary and secondary linkages which, in turn, form tertiary cul-de-sac turning head arrangements. This ensures that the impact of the highway element is minimised and pedestrian primacy is maximised.

A central green has also been designed as part of the layout to provide additional social and interactive space.

Question 10: Car Parking

Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

Fail	
Review	
Achieve	✓

10a. Is there enough parking for residents and visitors?

Parking on site has been designed to meet the Local Planning Authority's current standard.

10b. Is parking positioned close to people's homes?

Yes - Parking will be provided on-plot throughout the scheme or off street for visitor parking bays. Parking solutions include garages, integral units, on driveways or in small parking courts.

10c. Are any parking courtyards small in size (generally no more than five properties should use a parking courtyard) and are they well overlooked by neighbouring properties?

Small parking courts are provided for the apartments. These discrete parking courts will also be landscaped.

10d. Are garages well positioned so that they do not dominate the street scene?

Detached garages are set back within the plot if provided. Other garage types are integral and therefore do not dominate the street scene.



Parking Diagram

Question 11: Public and Private Spaces

Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?

Fail	
Review	
Achieve	✓

11a. What types of open space should be provided within this development?

The layout provides a large landscape green space within the centre of the site. This green square will provide amenity for new residents and also provide an area for toddler play and social interaction.

11b. Is there a need for play facilities for children and teenagers?

See 11a above.

The existing BMX / mountain bike track located adjacent to Hayling Billy Way provides existing teenage play for the local area.



Landscape Masterplan

Question 12: External Space and Amenity

Is there adequate external storage space for bins and recycling, as well as vehicles and cycles?

Fail	
Review	
Achieve	✓

12a. Is there enough storage space for bins and recycling, as well as vehicles and cycles?

Due to the nature of this housing scheme, all external storage and amenity space will be provided on plot.

All refuse collections will be provided from adoptable highways. Vehicles will be located on plot within driveways or within integral garages, garages or parking courts.



















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