



Design Statement: 5-7 Station Road Hayling Island

Layout

- 1.1 The layout of the proposed development has been carefully considered in order to provide an identifiable street presence to Station Road whilst ensuring the design provides an impressive backdrop to Hayling Park. As part of the design the existing streetscape of Station Road has been sensitively designed by providing a two storey element along Station Road and developing the larger 3 storey element of the proposal sited towards the south. Both the northern and southern elements of the proposal are linked across the east of the site with a smaller understated structure. As part of the mixed use development it is proposed that the 2no. business units will be located towards the north of the site fronting Station Road. This has been carefully considered following the pre-application comments received to ensure the proposal retains an active ground floor frontage and provide main town centre uses.



- 1.2 To the west of the site there is a large car park (Hayling Park car park), and to the east there is an accumulation of properties which are a mix of businesses with residential units above. The layout of the building on the site has been carefully considered to provide the residents of the apartment's optimum views to the north, south, east & west whilst ensuring the proposal has a negligible impact upon the neighbouring properties.

- 1.3 The layout of the building is formed in an open plan courtyard design with the built form sited along the north, east & southern areas of the site. Centrally the open courtyard provides vehicular access to and from the site and provides a large majority of the parking for the site. Additional parking to the east has been provided by virtue of the fact that part of the site is being gifted to ensure access can be retained to Herons Autos. Herons currently sits outside the curtilage of the site but would otherwise become inaccessible if the entirety of the site were to be utilised. Through providing this vehicular access route it not only provides required parking for the scheme but also ensures that central section of the scheme is significantly set back from the eastern boundary mitigating any issues of overlooking and overshadowing.

Proposed Site Layout

- 1.4 To the north of the site where the proposal fronts Station Road the building mass covers just over half of the width of the site providing an opening for vehicular access from the main highway. The entrance and exit onto the highway has been carefully considered to allow visibility onto the main highway by pushing the north portion of the building further south as per the pre-application discussions with Havant Borough Council. Furthermore, this area of the site currently has a dropped kerb making it a suitable location for the entrance to the site. Located on the opposite side of Station Road are four residential properties and the Barley Mow Pub. However, the proposed development predominantly looks onto the blank gable ended elevation of the Barley Mow Pub and the closest residential property is located over 18 metres away from the first floor windows. Therefore, any issues of overshadowing or loss of privacy have been addressed.
- 1.5 The front part of the site will provide for 2no. business units at ground floor level and will have individual access separate from the 2 x 1 bedroom apartments above. This replicates the residential units located above business positioned on the neighbouring site to the east and is consistent with many of the properties along Station Road.
- 1.6 The majority of the apartments are located to the South providing views across Hayling Park. The proposal has been set back from the public footpath that leads from Manor Road through to the Hayling Island Community Centre. This has been achieved by curving the southern façade of the proposal away from the boundary

which in turn enables the ground floor apartments benefit from private amenity spaces. Furthermore, between the site boundary and the public footpath there is a planting bed that is maintained by the Havant Borough Council which has a number of shrubs planted along it providing the ground floor apartments with privacy.

- 1.7 All of the residential units along this boundary have large balconies with the residential units located along the single curve enjoying balconies that run the entire length of their units. Sitting around the outskirts of Hayling Park, the southern façade has been developed to sit like a viewing pavilion across the cricket green.
- 1.8 The central element of the proposal, sitting to the east, has been designed to have internal views across the open courtyard area. This has been developed to mitigate any issues of overlooking of the site to the east, even though these are in the main non-residential. At ground floor level there will be a 2 bedroom apartment that will, like the first floor apartments to the south, be accessible without requiring access to the main portion of the proposed development. Adjacent to this there is a secure room for bike parking for 36 bikes. The apartments at first and second floor level will be a mix between 1 & 2 bedroom apartments which will have Juliette balconies overlooking the centralised courtyard space.
- 1.9 The vast majority of the vehicles will be parked within the courtyard space with 15 spaces (including 1 disabled space) being accessible. The remaining five spaces will be accessible, as highlighted above, along the separate access route located to the east of the site. The layout with the courtyard ensures that the proposal is not dominated by parked cars, which was a concern raised during the pre-application process. This form of parking provides for natural surveillance
- 1.10 Currently the site and associated buildings are devoid of any presence on Station Road. However, the proposal provides a unique opportunity to not only provide a strong aesthetically pleasing presence along Station Road but also provides a design that naturally draws you into the site through its layout. Furthermore, the design provides an excellent backdrop to the Hayling Park cricket ground.

Scale

- 1.11 The proposed development comprises 2no. business units and 19no. residential units over 2/3 floors and has been designed to sit comfortably within the site. As

part of the consideration for the proposal it was important to ensure that the development allowed for as much open space around the building as possible. Therefore, through rationalising the design from the pre-application submission the overall footprint has been reduced and subsequently moved away from the boundaries.

- 1.12 Through comparative analysis of the footprint of the accumulated buildings currently on site and the footprint of the proposed building, the proposal represents overall increase in footprint of just 23%. This indicates that building has been designed efficiently with only 41.28% of the site being utilised for the building and promotes the sense of space around the development.



- 1.13 In the design process particular consideration was given to the part of the proposal fronting Station Road. The scale of the units have been designed to ensure that they would not dominate the streetscape and moreover the residential units located opposite. Consequently the 3 storey flat roof design that was presented at pre-application stage was amended to a 2 storey pitched roof design to not only reflect the nature of properties along station road but also ensure that the overall mass of the north elevation was broken up.

Proposed East & West Sections

- 1.14 With regard to the 2no. business units these have been set back from the front boundary to allow for potential seating areas located under a canopy. Not only does

this allow for active frontage it would break up the massing on the front elevation and ensure the proposal does not have an overbearing effect on Station Road.

- 1.15 Having regard to the pre-app comments the central part of the proposal, located along the eastern side of the site, has been reduced in size. This enables the provision of a 'reveal' which breaks up the massing along this boundary.
- 1.16 With regard to the southern elevation this has been designed with curved sweeping façade which is bookended by a taller structure towards the eastern boundary. As part of the design along the southern boundary it was important to consider the overall mass of the sweeping structure and therefore through designing the taller element towards the south-west corner it would provide a visual break when viewed from Hayling Park. In addition, the design of the curve and the taller bookended structures ensures that when approaching the proposal from either end of the pathway between Manor Road and Hayling Park Community Centre the building cannot be read in full, therefore, reducing the visible scale of the development.
- 1.17 As part of the design the open courtyard has been sited next to the public car park to the west to ensure that when approaching the site from the west the building does not appear disproportionately bulky and provides a large open space for the central apartments to look over. When approaching the site from the east much of the proposal will be blocked by the neighbouring buildings to the east and therefore this significantly breaks up any sense of mass.
- 1.18 The differing roof heights between the north, east and south section would further break up the overall mass of the building. It should be noted that the heights have been carefully considered in terms of both the internal functionality and the impact upon the neighbouring properties, hence the increase in height towards the rear of the site. This is similar to the previously permitted scheme (PP 08/50083/008).
- 1.19 Locally there are a number of similar examples of 3 storey buildings having recently received planning permission or have already been constructed which sets a precedent for such a development. For example:
- 41 Station Road – Erection of 3 Storey Apartment Block(s) (Ref: 08/66979/007)
 - 36 Station Road – Erection of 3 Storey building comprising of a mix between residential and retail (Ref: APP/16/00060)

Landscaping

- 1.20 The proposed landscaping for the site will be defined in part by the open courtyard space and the areas where the building has been set away from the boundary. It is proposed that the boundary between the open courtyard and public car park on the adjacent site will contain shrubs with the boundary wall being rebuilt with trellis fence panels between brick piers. This will enable climbing plants and give the effect of a green wall. These shrubs will also provide an area of defensible space to the ground floor apartments.
- 1.21 At the centre of the open courtyard it is proposed that a small planted island will be created. This will not only provide a natural turning point for vehicular movement but will also provide a visual break within the car park.
- 1.22 The south of the site we have been able to develop the design to provide open amenity space to the occupants of the ground floor residential units. This will provide a natural break between the proposed building and the footpath running along Hayling Park. This is further enhanced by the planting bed that is currently maintained by Havant Borough Council and will provide the notion of further landscaping to the scheme as this space and the amenity space naturally merge.
- 1.23 The site is also located directly opposite Hayling Park and less than 0.5 miles away from the seafront with both providing public amenity.

Appearance & Materials

- 1.24 It is proposed that the development will be largely rendered with elements of brickwork and glazing breaking up the elevations and overall mass. The materials that would be used are present within the local area and have been chosen to provide a light composition.
- 1.25 To the northern section of the building the building has been designed to reflect the residential units located along Station Road but with a modern aesthetic achieved through the palette of materials chosen. The main form of the construction will be built in brickwork and will lined at the corners through the use of metal cladding to

provide depth to the elevations and will significantly break up the elevations. The roof will again be metal seamed and will run smoothly into the corner capping pieces. On the north elevation the windows will be modern boxed dormer windows and will break up the brickwork façade and draw the metal cladding down from the roof.

- 1.26 As highlighted the area outside the 2no. business units will be covered by a thin metal seamed canopy and will provide the opportunity for people sit outside the units and/or merely use the canopy as a covered entrance.
- 1.27 The central portion located to the east of the site is proposed to have through colour render at ground and first floor level and has been designed with a metal seamed mansard roof. The design of this section of the building has been designed in a traditional way with modern aesthetics. Looking over the courtyard space the residential units at first and second floor level have Juliette balconies for the occupants to enjoy. The balconies and windows at second floor level are formed as square dormer openings into the mansard roof and break up the mass of the metal seamed roof.
- 1.28 To the east the first and second floor level overhang the ground floor level providing a covered a covered entrance to the building when the parking spaces on this side are utilised. The rendered and metal seamed walls at first and second floor level have a simplistic glazing pattern with the metal seamed roof being punctured by boxed dormers.
- 1.29 The south elevation viewed from Hayling Park is in appearance using through colour render to provide the backdrop of the main curve and this abuts the taller structure that is formed in brickwork. The definition within the elevation of the curve comes from the balconies that are grey in appearance and provide a subtle line of detail indicating the different levels. The taller brick structure is heavily punctured by glazed panels that overlook Hayling Park and provide a nice contrast to the richness of the brickwork.
- 1.30 Internal to the courtyard space the west elevation is differentiated from the both the north and south elevations through the use of timber cladding, however, this is further broken through the use of glass located in the south-east corner of the site that highlights the entrance to the buildings. The design, position and use of such a

large expanse of glass in this location has been carefully considered to provide a clearly definable entry point to the building that is visible as you first enter the site and partially visible upon approach from the north of Station Road. The design concept is to subtly draw the user and/or visitor into the site. Overall the building has been designed with a subtle simplicity and the windows puncture the elevations in a logical arrangement allowing the buildings functionality to be read externally.

PROPOSED SITE

The proposed development at the current site of 5-7 Station Road is to provide circa 19 units (1 & 2 bedrooms) and two commercial units fronting Station Road on this underused site through a planning application with Havant Borough Council.

The development site comprises of a number different units which are in various states of disrepair and a small detached bungalow. All of which are owned by the applicant. Out of the 8 units that are currently located on the site, 3 are vacant and many of the others have survived off short term leases.

The proposal seeks to regenerate the site by providing circa 19 apartments and two commercial units with individual parking per unit. The proposal will be provide much needed housing stock for the local area whilst regenerating an otherwise underused and unsightly accumulation of buildings.

We would welcome any comments which you may have on the site application. These should be sent to the details contained within this leaflet. Comments are sought by 18th February 2019



Proposed Ground Floor Layout



Proposed Perspective - Station Road



Proposed Perspective - Station Road



Proposed Perspective - Hayling Park

Access

- 1.31 Access to the site will be directly from Station Road. There is currently a dropped kerb where the proposed entrance to the site is to be located. The entrance will offer good visibility both east and west and will ensure a safe entrance on to the highway. The car park for the site is located next to the public car park for Hayling Park with the building located on the other side of the site. This has been designed to ensure that noise pollution from the car park(s) does not disturb the residents of the proposed apartments.
- 1.32 Access to the building itself is located in the south-west corner of the site under the overhanging portion of the south section of the building and closest to the main

parking areas. This main entrance provides direct access to all floors via a lift and staircase. One additional staircase is located in the south-east corner of the building and is accessible from the main building itself and/or the car parking spaces provided along the eastern boundary. It is proposed the car parking spaces / open courtyard space will have a clearly defined pedestrian route to the entrance of the building whilst maintaining sufficient space for vehicular access, reversing and turning.

Waste Storage

- 1.33 For the 19no. residential units and 2no. commercial units there will be a provision for 16no. 360ltr bins. Bin stores will be located in a single location in close proximity to the main entrance of the proposal. The distance from the bin stores to the highway is less than 30 metres.