



36a Wittering Road Hayling Island



Design & Access Statement
February 2018



Contents

03	Location
04	Context
07	Planning
08	Conservation Area
09	Flood Risk
10	Involvement & Consultation
11	Use & Amount, Scale & Massing
14	Layout
16	Landscape
18	Appearance
20	Planning Application Drawings



Aerial photograph of Hayling Island, showing 36a Wittering Road and the application site (outlined in red)

Location

The application site is on Wittering Road on Hayling Island, Hampshire. Hayling Island is on the westerly side of the entrance to Chichester Harbour.

Wittering Road is a small road on the south east side of the island. It is characterised by a series of family houses that look north and east across Chichester Harbour towards the Witterings and Thorney Island.



Context : Hayling Island

Hayling Island has a history that dates back to the Iron Age. It is a marine area with a current population of around 16,000 people. The Island benefits from a large influx of tourists in the summer months.

The land is low lying and is an area of extensive coastal development with areas close to the water's edge containing a number of Art Deco style houses of particular architectural interest.





Aerial view No.36a Wittering Road



Hayling Island Sailing Club



12 Wittering Road

Context : Wittering Road

Development within the area has been dominated by the building of the estate behind Wittering Road in the 1970s and has continued with progressive infill development. Houses along the harbour side of Wittering Road date from the 1930s with a majority having had recent renovation and extension or total replacement with new houses.

The Hayling Island Sailing Club on was originally developed in the 1930s with a white rendered Art Deco building, this was replaced about ten years ago with a lottery funded contemporary new build.

The houses on Wittering Road sit within large plots and are detached dwelling houses. Of particular interest are the Art Deco style houses which have strong marine characteristics and are mentioned in the Chichester Harbour Conservancy design guide.

Recently contemporary interpretations are becoming popular such as Nos.4,12 and 36 Wittering Road. The current proposal seeks to confirm this trend.



26 Wittering Road



4 Wittering Road



36 Wittering Road



36a Wittering Road Proposed Site Plan

Context : The Site

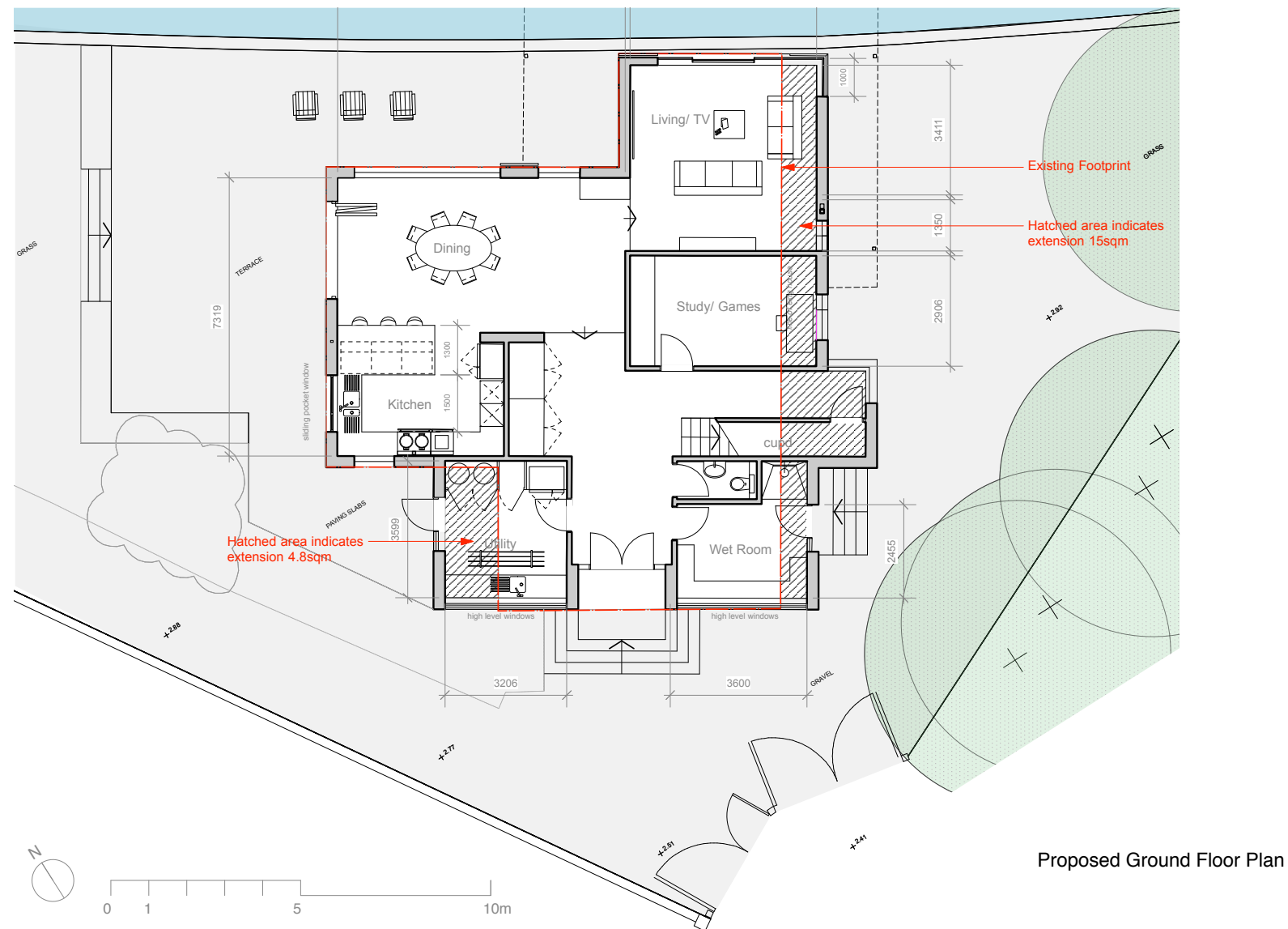
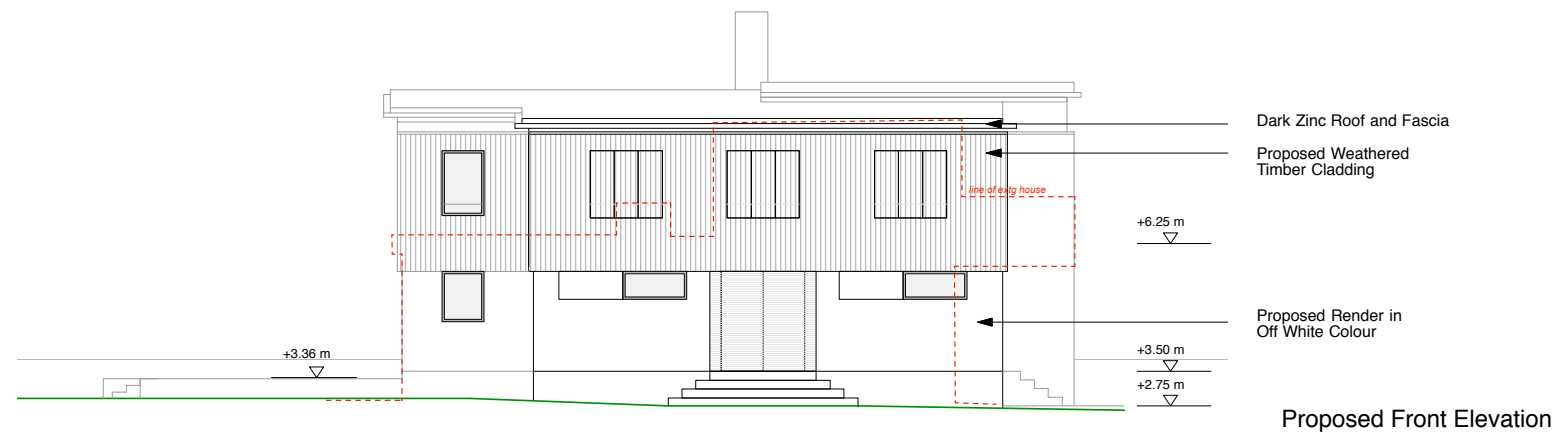
The application site is occupied by the existing No. 36a Wittering Road. It is a long northerly facing site with the house located towards the road and lawned garden behind, both having a harbour frontage.

Dense trees and a 2.0m high fence along the eastern side maintain the separation with the adjoining property No.36 and avoid overlooking.

Hedges and fencing provide privacy from the road and the carpark to Sparkes Marina.

The existing house dates back to the 1960s and is yellow brick with white UPVC windows at ground floor. The first floor is white render and white painted cladding under a slightly pitched roof rising towards the waterside. A large balcony with a glazed balustrade overhangs the harbour wall which forms the northern boundary.



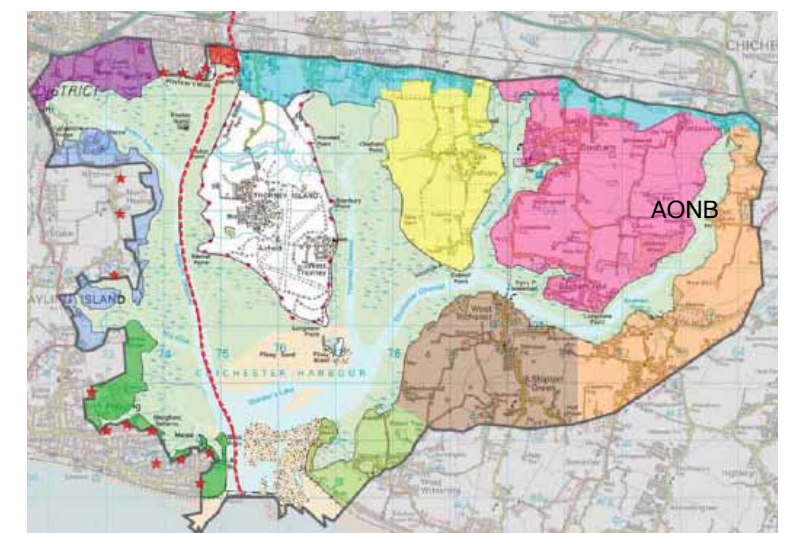




Area of Outstanding Natural Beauty

The site has a frontage onto Chichester Harbour which is a designated Area of Outstanding Natural Beauty. Guidance has been sought from the Chichester Harbour Conservancy with regards to the design proposals.

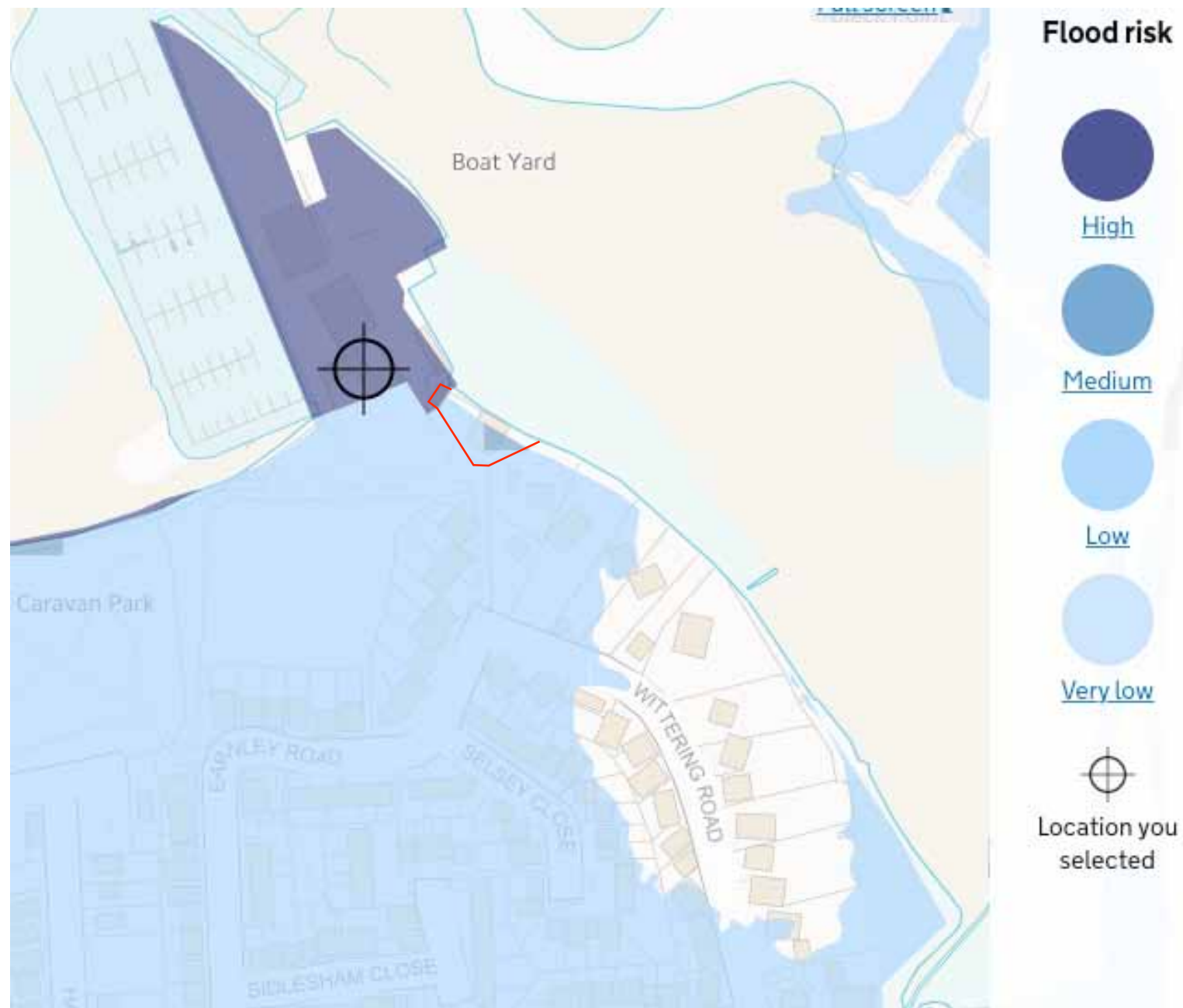
The refurbishment and extension of the house draws upon an Art Deco style for material and building form references. This aims to tie in with the surrounding aesthetic on Wittering Road and the style identified in the Conservancy Design Guide.



Map from www.mydistrict.chichester.gov.uk



View of Chichester Harbour from Hayling Island



Environment Agency map Flood Risk from Rivers or the Sea / 36a Wittering Road outline of property shown in red

Flood Risk

The Environment Agency's detailed map shows the flood risk from rivers or the sea only. It indicates four different flood risk areas within the plot. The map shows a narrow strip along the waterfront which is out of the flood risk area. The existing house is partly located on this strip. For the rest of the plot the flood risk is from the sea and is shown to be mainly low with a small triangle close to the house which is shown to be medium. In the very western corner of the plot, where the detached garage is located, the flood risk from the sea is shown to be high but on a tidal basis.

The Environment Agency's detailed map below shows that the flood risk on the plot from Surface water is very low.

As the proposal is to extend an existing house a Flood Risk Assessment has not been provided.



Environment Agency Flood Risk from Surface Water



Involvement & Consultation

From the beginning of the design process both the architects and the applicant have consulted interested parties at all levels.

The Applicant has been in contact with the owners of the neighbouring properties and presented them with a copy of the proposals and they are generally in support.

The Architects have sought the advice from Ms Linda Park of the Harbour Conservancy on the proposed design and its impact upon the Harbour. The proposals have been amended to take note of the comments received in the email from Ms Park dated: January 2018

The Harbour Conservancy have requested that the extent of glazing facing the harbour is reduced and broken up with a vertical emphasis. Timber louvres have been added on the outside of the glazing to reduce the prominence and reflective qualities of the glazing especially in wider views.

The increase in size appears to be moderate when looked at in comparison with neighbouring properties along the waterfront. (Refer to page 12)

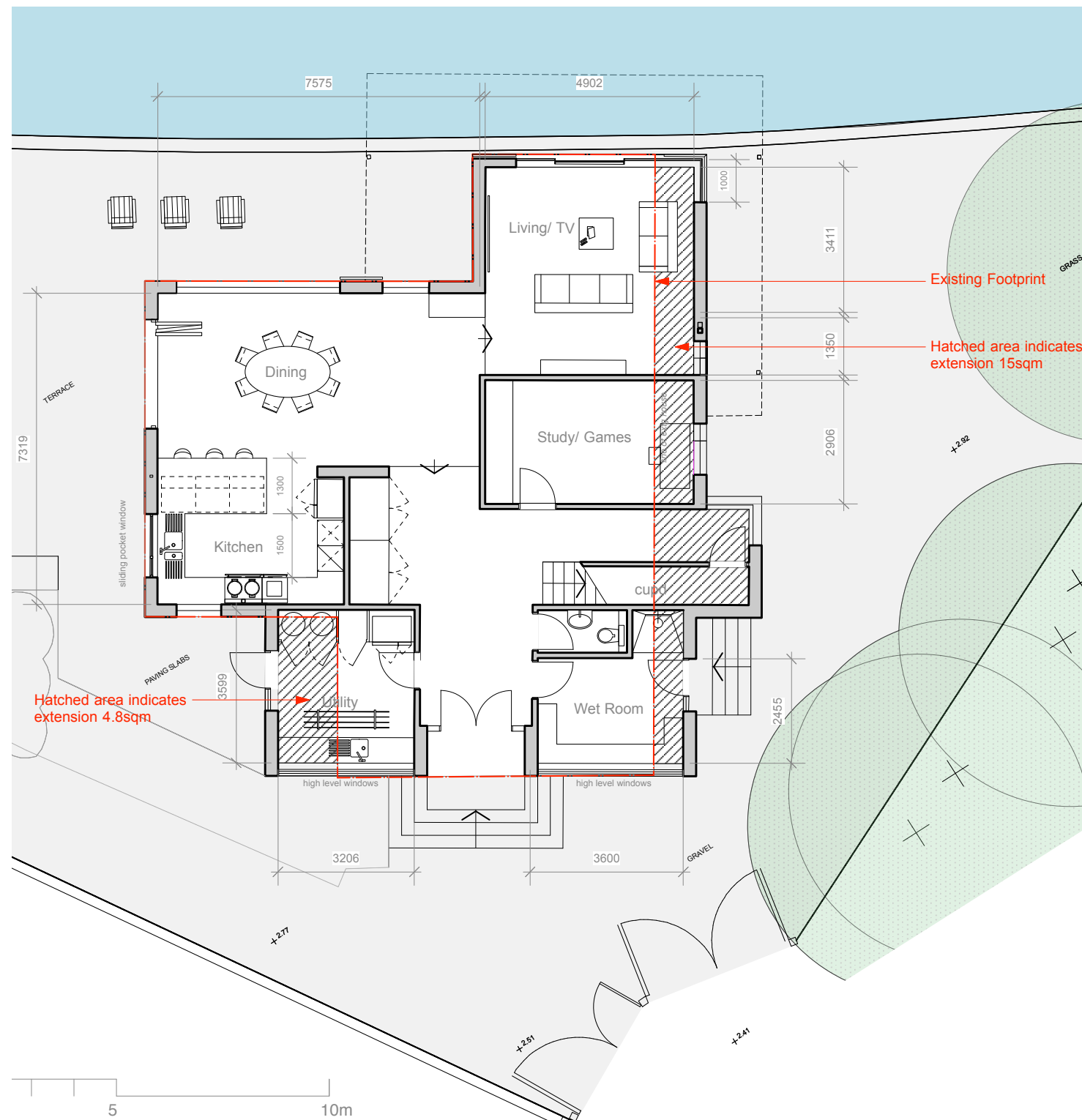
The materials are considered to be an improvement to those existing and reduce the visual impact upon the harbour.



Existing View from Hayling Island Sailing Club/ Bracklesham Road



Proposed View from Hayling Island Sailing Club/ Bracklesham Road



Existing Footprint = **135 sq. m**

Proposed Footprint
= **161.9 sq. m**

Use & Amount

Use: The proposal does not alter the existing residential use of the property.

Amount: The extension and alterations to the existing house increases the amount of useable area allowing for larger rooms suitable for the family that owns it and also to bring the house closer to the size of properties that are around it.

The three bedrooms are proposed to be moved to the first floor and the ground floor will be reorganized to provide additional living space/TV plus games room and additional utility space.

The existing footprint of the house is 135 sq. m. The footprint of the proposed extensions is 26.9 sq. m which is a 19.9% increase on the existing. The proposed extensions are therefore in keeping with the scale of the existing building.

Amenity space is retained through the use of the existing garden with no extension due to encroach upon it. At first floor the existing balcony is retained.

Three parking bays plus a boat storage space are maintained on the eastern side of the plot. The existing detached garage in the western corner is retained for dinghy storage.



Scale and Massing

The extended house is the last of the houses along the waterfront and is visible from close to when viewed from across the lagoon from the sand spit behind Hayling Island Sailing Club (Refer to photos page 10 and 12 below) and long views from the Harbour and specifically the Emsworth Channel.

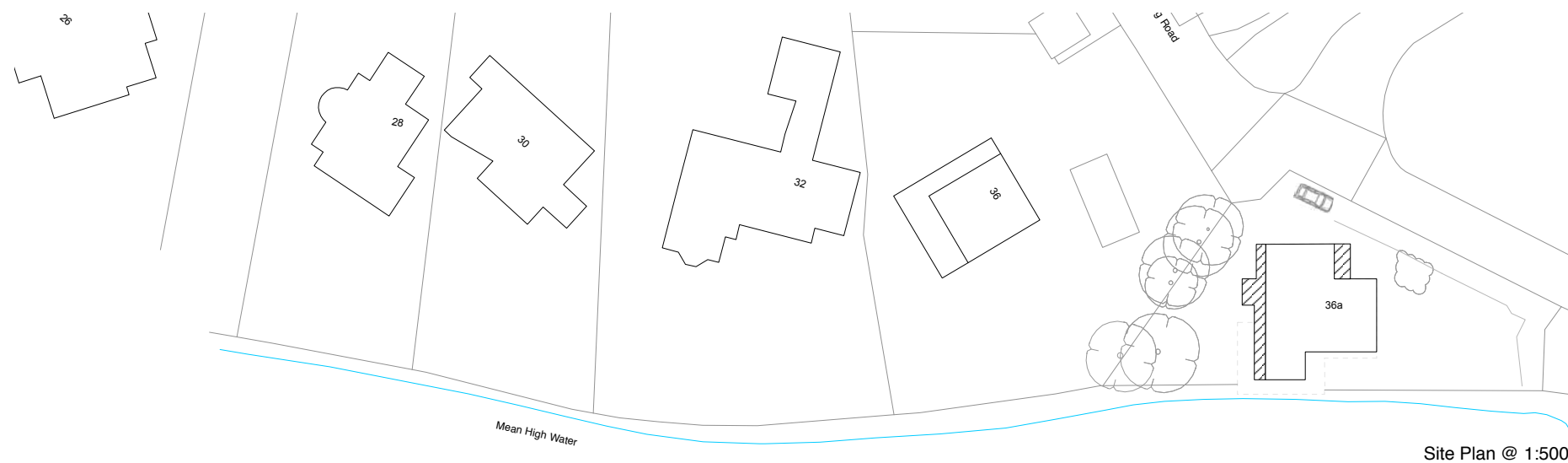
The proposed extensions will maintain the existing height and is mainly kept within the existing footprint.

The proposed silhouette is increased with the extensions at first floor but reflects the surrounding pattern of two storey development. The house appears significantly smaller in height and mass than its neighbours along the waterfront, in particular compared to No 36 which was recently rebuilt as a new house on an elevated ground floor.

The roofline remains well below the tree line behind and the existing trees to the eastern boundary of the property form a soft screen in front of the extended house.

The impact of the new elevation facing the waterfront is reduced by parts of the elevations being set back from the original front line of the building. New glazing is divided with a vertical emphasis and framed by timber louvres to help reduce its prominence and setting it back under an overhanging eaves detail helps to reduce the reflective surface.

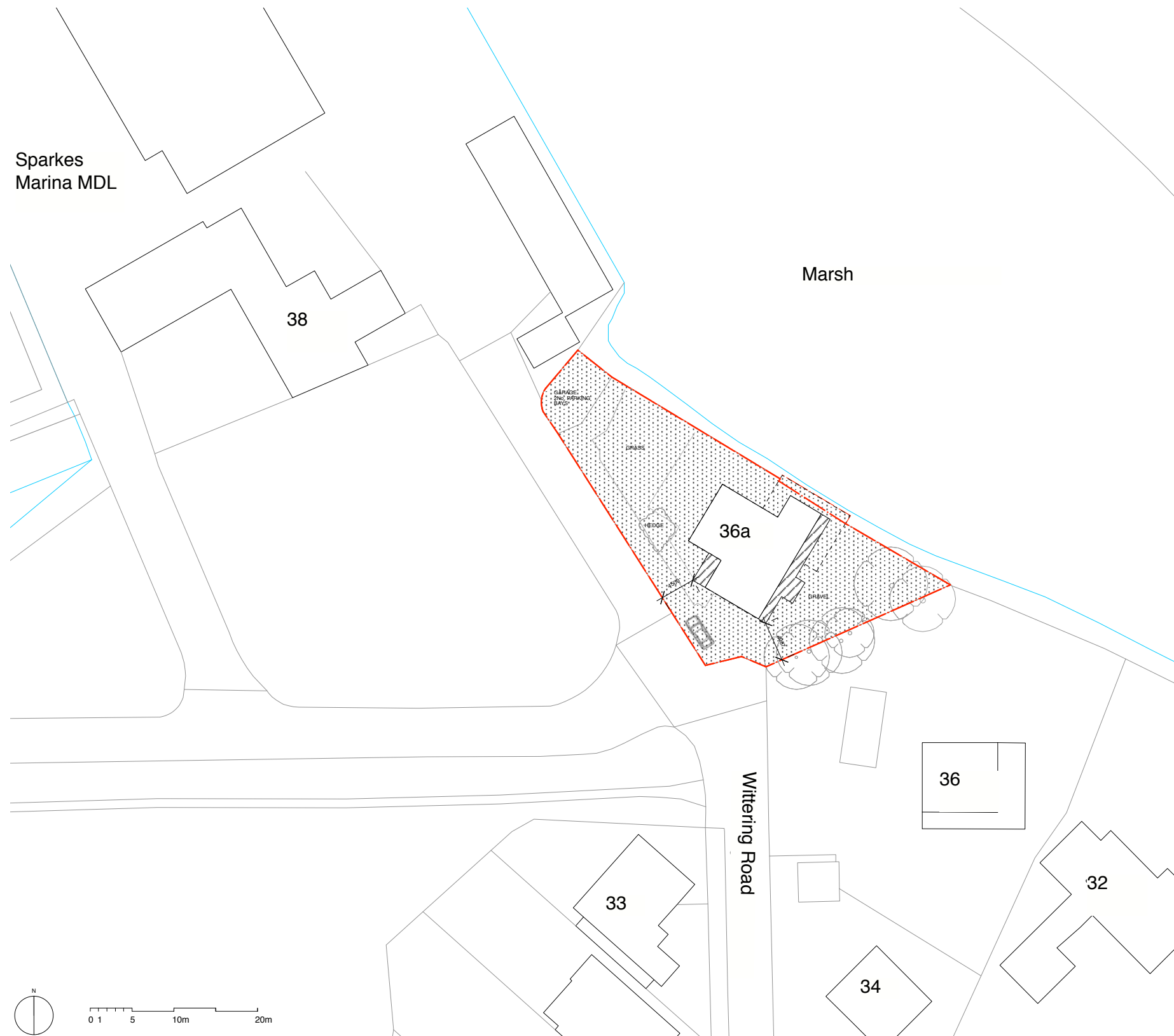
The appearance for the wider views is softened by naturally weathered timber cladding of the first floor that will appear darker and less visible than the original white render and white cladding.



Site Plan @ 1:500



Proposed North Elevation and Existing Neighbour Silhouettes to compare - View from HISC



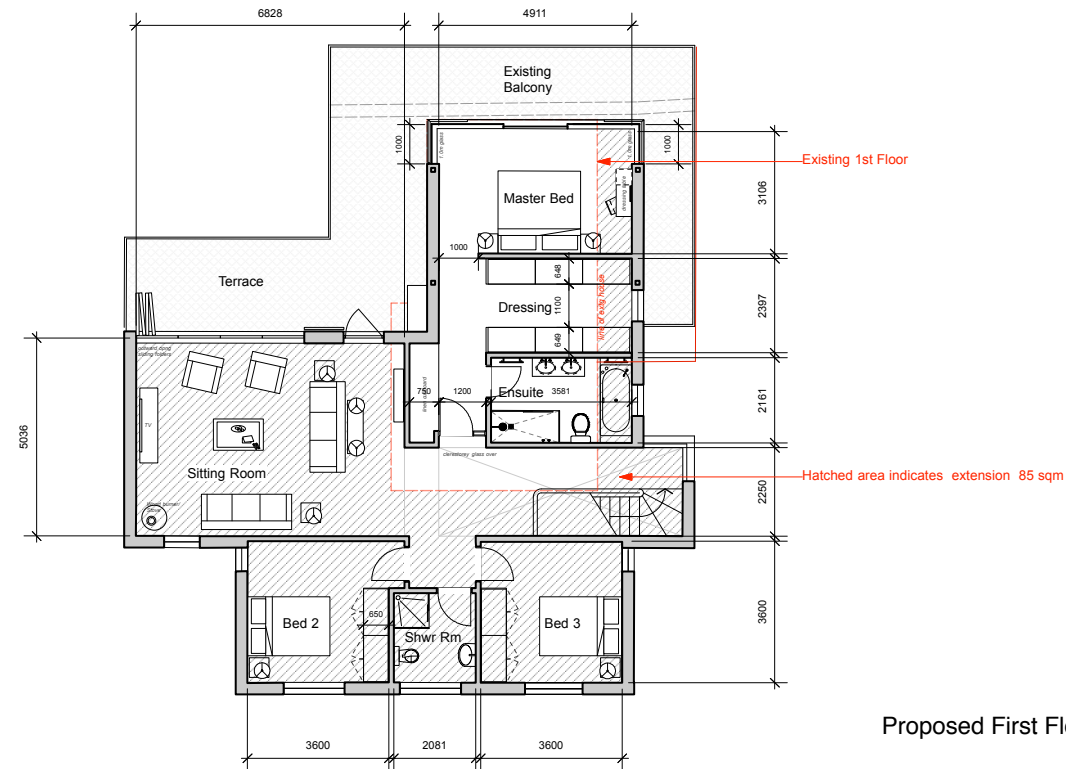
Layout : The Site

The house is set parallel to the harbour wall to take advantage of the view across the harbour towards Thorney Island and the Downs beyond.

The extended house remains in the same position on the plot and will be extended by circa 1m to the east, thus allowing cars to still access this area for parking. The glazed staircase protrudes from this new outline to accommodate the view to the water.

A new entrance arrangement facilitates direct access from the front and the proposed side extension plus first floor extension makes the entrance appear more prominent and centred within the elevation.

No major windows are proposed within the east elevation at first floor but there are two small new ones at ground floor but they will not impact upon the privacy of the neighbours as they are located behind a dense screen of fir trees and 2.0m high fence along the eastern boundary.



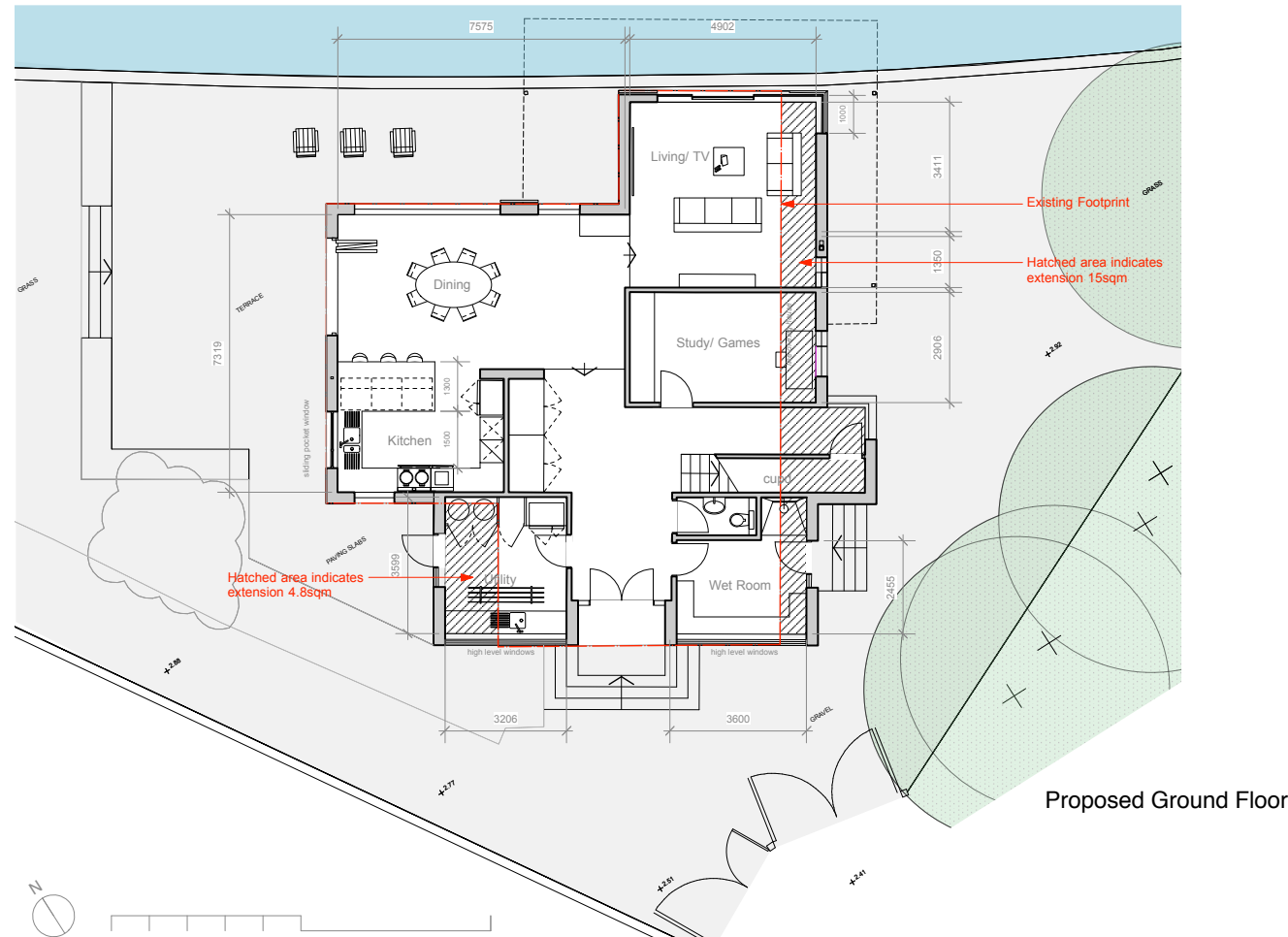
Layout : The House

The Architect's brief is to create a contemporary family living space within a similar envelope to the original by extending the existing house at first floor and pushing the eastern wall out slightly.

The original bedroom accommodation at ground floor is to be moved to the first floor with a new sitting room and the kitchen/dining and family spaces will remain at ground floor. A wet room has been added to the existing utility room to accommodate returning sailors.

The proposed glazed stair extension to the east side of the house projects out in order to help light to penetrate into the circulation space of the house.

The first floor balcony which overhangs the harbour wall is to be retained with the glass balustrade simplified.





Landscape

All the trees will be maintained during the renovation and extension works therefore privacy and amenities of neighbouring properties are preserved.

A dense row of existing fir trees provide a screen towards the adjacent neighbour No.36.

A yew tree is located on the south side of the plot along the internal drive that provides access to the existing garage in the western corner of the plot. The boundary wall separating the Sparkes car park to the south is partly overgrown by climbers from the application property's side of the boundary, this effect will be retained.

The garden is given over to lawn on the west side of the house, while the east side is covered in gravel where the cars park.

It is the Client's intention to minimise the impact upon the existing garden and to retain as much as possible in its existing state.



View from the balcony of No.36a towards south-east



Tree screen to the boundary with No.36



View south towards Wittering Road



View north from Wittering Road



Boundary wall and hedge screen to Sparkes Carpark



View of existing house from the garage



Perspective impression looking Northcoming up from Wittering Road

Appearance : from Wittering Road

The public side of 36a Wittering Road faces south onto the end of Wittering Road and the car park to Sparkes Marina.

The proposed entrance offers direct access from the front, is centred within this elevation and also set back to emphasise its location. The first floor extension above, is clad in naturally weathering timber with the overhanging, angled roof seemingly floating above.

At ground floor level, it is proposed to finish the existing brick and new block walls with an off white render system which reflects the art deco maritime character.

The enclosure of the staircase will be rendered to the south side but open towards the north with a glazed corner. Its roof is slightly lifted to allow for additional light to enter. It is screened from the adjacent neighbour by large fir trees along the eastern boundary.

New entrance gates will be constructed from timber to match the proposed cladding although they will be finished in a translucent stain sealant for longevity.



Perspective impression looking from the lagoon and the sailing club

Appearance : from Harbour

The existing slightly pitched roof is continued within the proposal and rises towards the waterside while the top of the timber cladding ends in an horizontal line. Glass or dark grey elements in this area will separate the timber cladding from the roofline. The northerly aspect plus overhanging eaves shade the glass from the direct sun thereby reducing the visual impact of the glass.

The proposed timber cladding of the first floor will appear darker and therefore have a softer appearance in wider views than the replaced white render and white cladding of the existing first floor.

External timber louvres admit light but reduce the visual impact and extent of glazing and therefore the impact of the extension on views from the harbour.

The newly rendered ground floor is partially obscured behind the existing harbour wall and a panel of louvres on the original kitchen wall further reduces the render finish that will be seen from the harbour.

The proposed scheme keeps the existing balcony with a glazed balustrade, that overhangs the harbour wall with views across to the Sailing Club and beyond.



Appearance : Materials

Guidance has been sought from the Chichester Harbour Conservancy SPD document and a palette of materials has been assembled from this. It is inspired by the Hayling Island vernacular and the house's harbour side setting.

The masonry walls of the house at ground floor level are to be rendered in an off white colour in order to reduce the visual impact from the harbour. This level is partly screened by the metre high harbour wall which also helps reduce the impact from the harbour side.

The first floor is finished in a natural timber cladding. The timber, which performs well in a marine environment, will weather rapidly to an even, silver-grey finish similar to Nos 12 and 36 Wittering Road. This colour and material helps the first floor to blend into the background and replaces the existing white box arrangement which stands out against the dark backdrop of the trees behind and to the side.

The window frames will be dark and set in from the facade to reduce their impact they are also designed with a vertical emphasis to break them into smaller panes which helps reduce their impact.

Natural timber louvres to match the cladding will provide sun shading and privacy and break up the expanse of glass and avoid a reflective glass coating.



Clockwise from top left

timber cladding naturally weathered as seen at No.12 Wittering Road; glazing screened by timber slats, off white render; glazing screened by timber slats on a house in Itchenor.



Planning Application Drawings

Drawing Schedule

590/001	Location plan
590/002	Site Plan
590/003	Existing Plans
590/004	Existing Elevations
590/005	Proposed Site Plan
590/006	Proposed Ground Floor
590/007	Proposed First Floor
590/008	Proposed Section
590/009	Proposed Elevations - North and South
590/010	Proposed Elevations - East and West