



36a Wittering Road Hayling Island



Design & Access Statement
June 2018



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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 Thorney Island.



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



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.

The Hayling Island Sailing Club 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. Of particular interest are the Art Deco style houses which have strong marine characteristics and are mentioned in the Chichester Harbour Conservancy design guide.

More 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

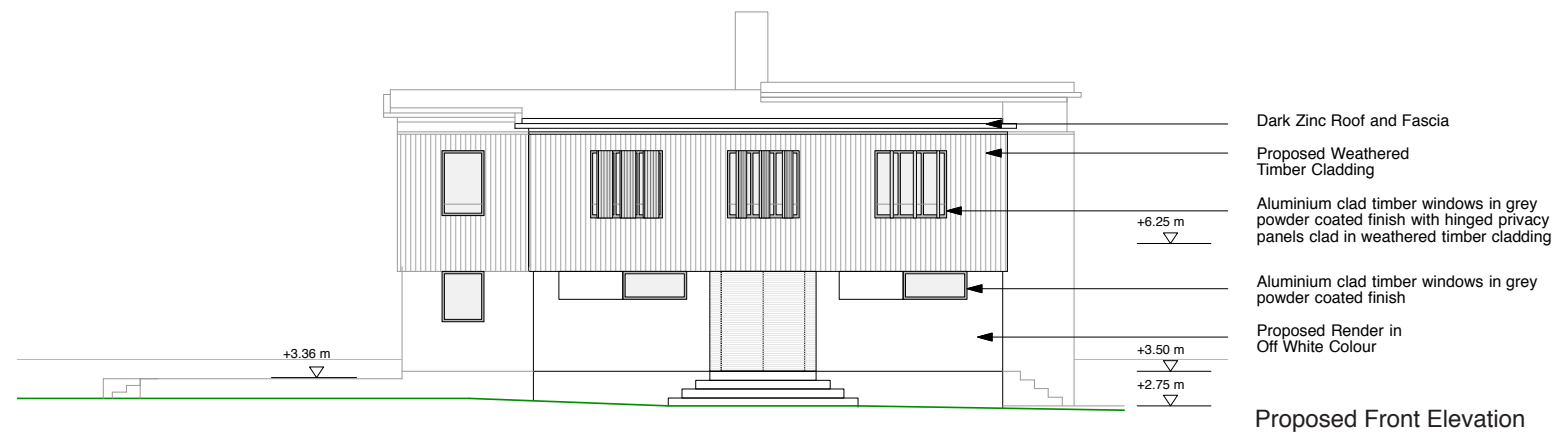
The application site is occupied by the existing No. 36a Wittering Road. It is a long northerly facing site with the house located towards the road end and a separate garage at the far end forming a barrier to Sparkes Marina.

A dense screen of Macracarpa trees and a 2.0m high fence along the eastern side maintain the visual separation with the adjoining property at No.36 and avoid overlooking.

A hedge topped block wall and fencing provide separation and privacy from the road and the car park 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 and together they form the northern boundary.



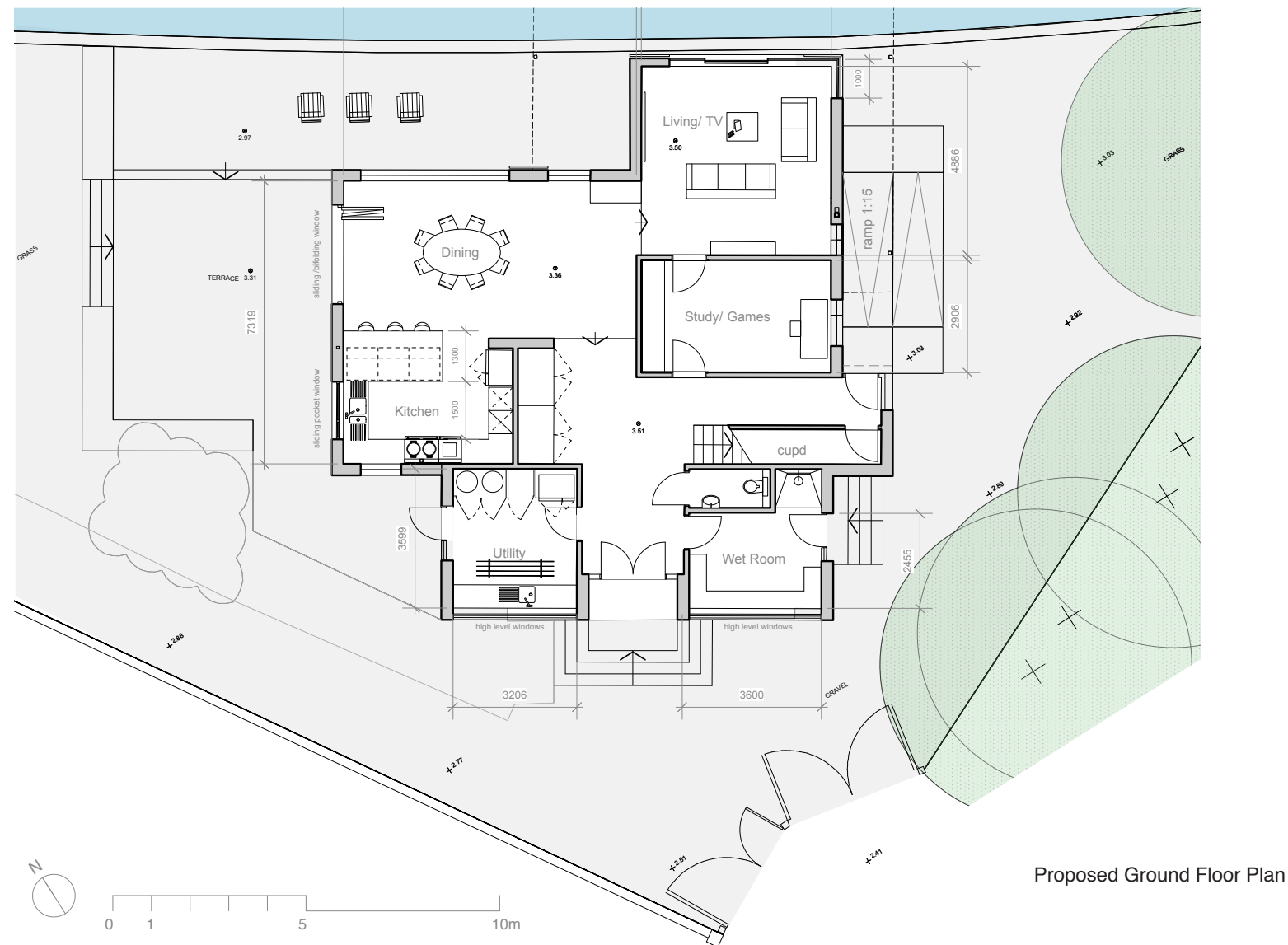


Planning

The application site is currently occupied by a 3 bedroom, detached family dwelling house. The house is part two storey, part single storey with a detached garage.

This application is for demolition and erection of a replacement family dwelling house of a layout and size that exactly matches the previously granted permission to extend and alter the original granted in May 2018 (Ref. APP/18/00167), this involved a two storey entrance hall/ staircase extension to the east side and a single storey extension on the first floor to the side and front of the existing house.

The ground floor entrance level remains as existing at 3.51m AOD. The current height of the external terrain close to the entrance gate on Wittering Road is shown to be 2.41m AOD.





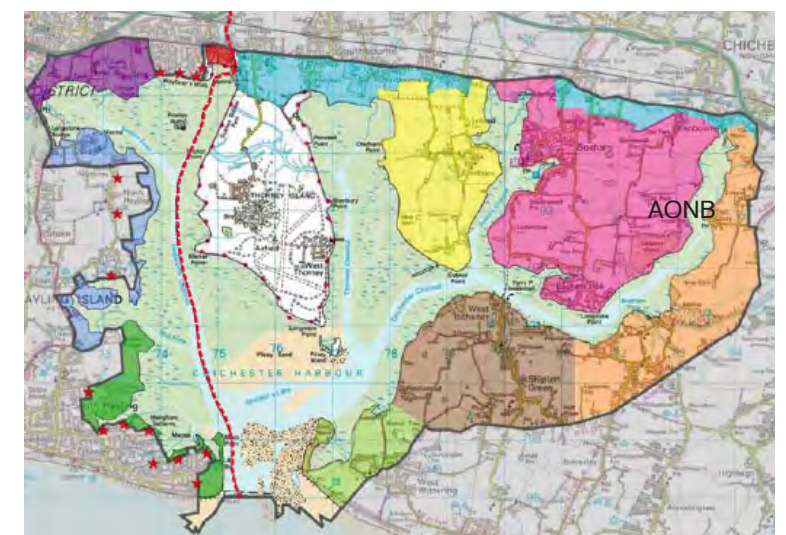
Area of Outstanding Natural Beauty

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.

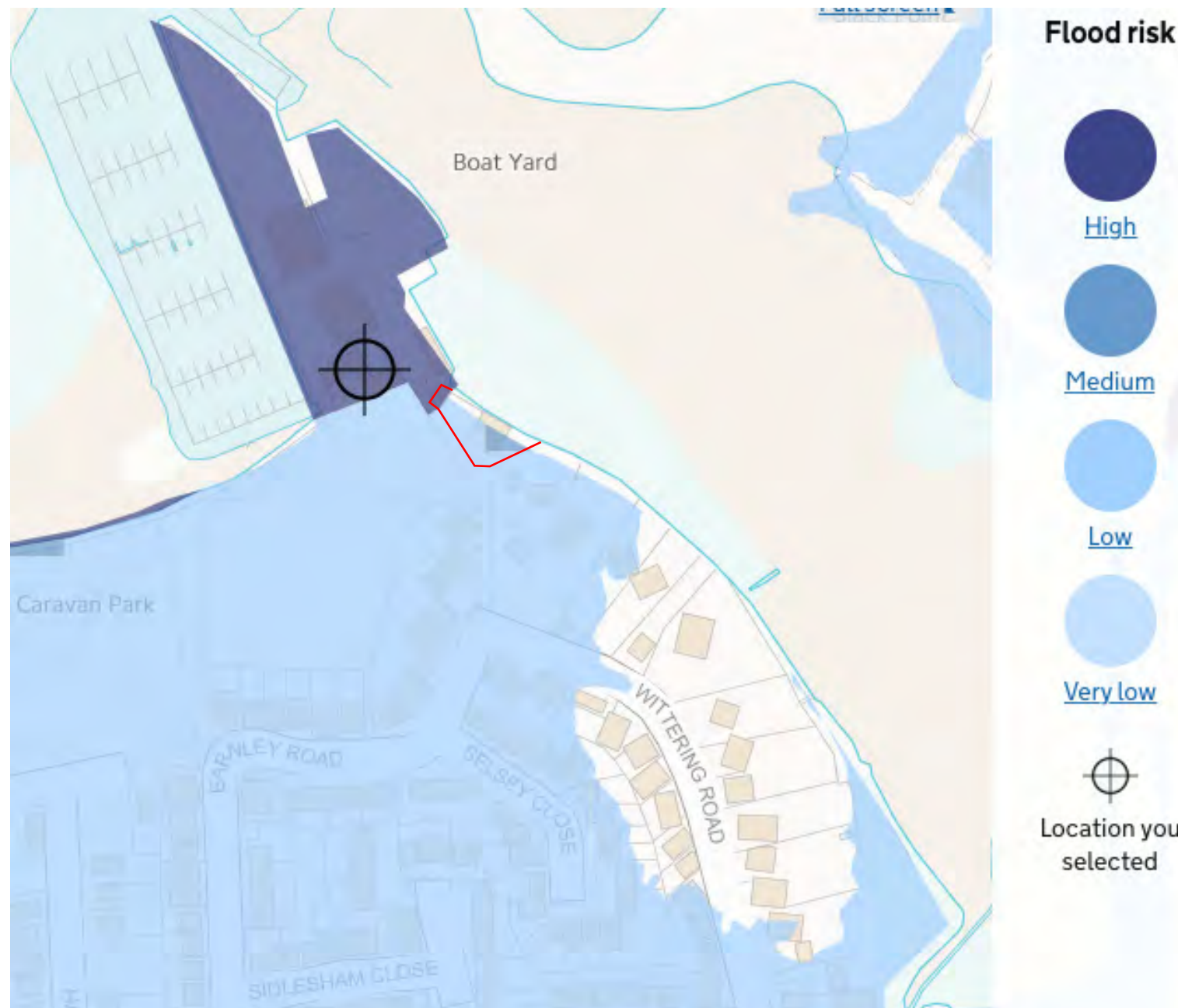
The replacement of the house draws upon an Art Deco style for material and building form references. This aims to tie in with the surrounding aesthetic on Wittering Road and the style identified in the Conservancy Design Guide.



View of Chichester Harbour from Hayling Island



Map from www.mydistrict.chichester.gov.uk

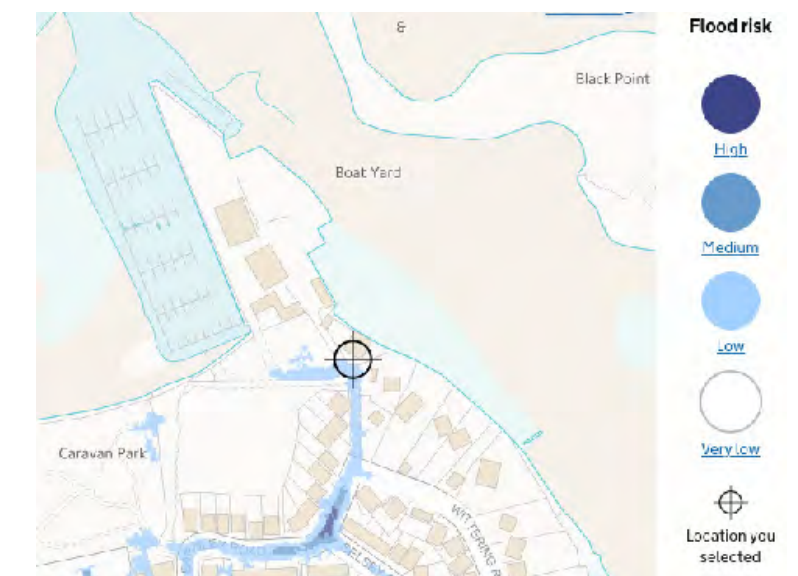


Environment Agency map Flood Risk from Rivers or the Sea / 36a Wittering Road outline of property shown in red

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.

As the proposal is for the replacement of an existing house with a footprint smaller than 250sqm, the relevant form from the Environment Agency has been provided with this application.



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 had conversations with Rachael McMurray at Havant Planning Department specifically with regard to making an application for a replacement dwelling to match the permission granted in May 2018. This was a positive discussion and hence this application being submitted.

The Architects originally sought advice from the Harbour Conservancy prior to submission of the previous application. They have subsequently taken note of the comments made by the Conservancy prior to the May 2018 approval and incorporated these within this design.

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

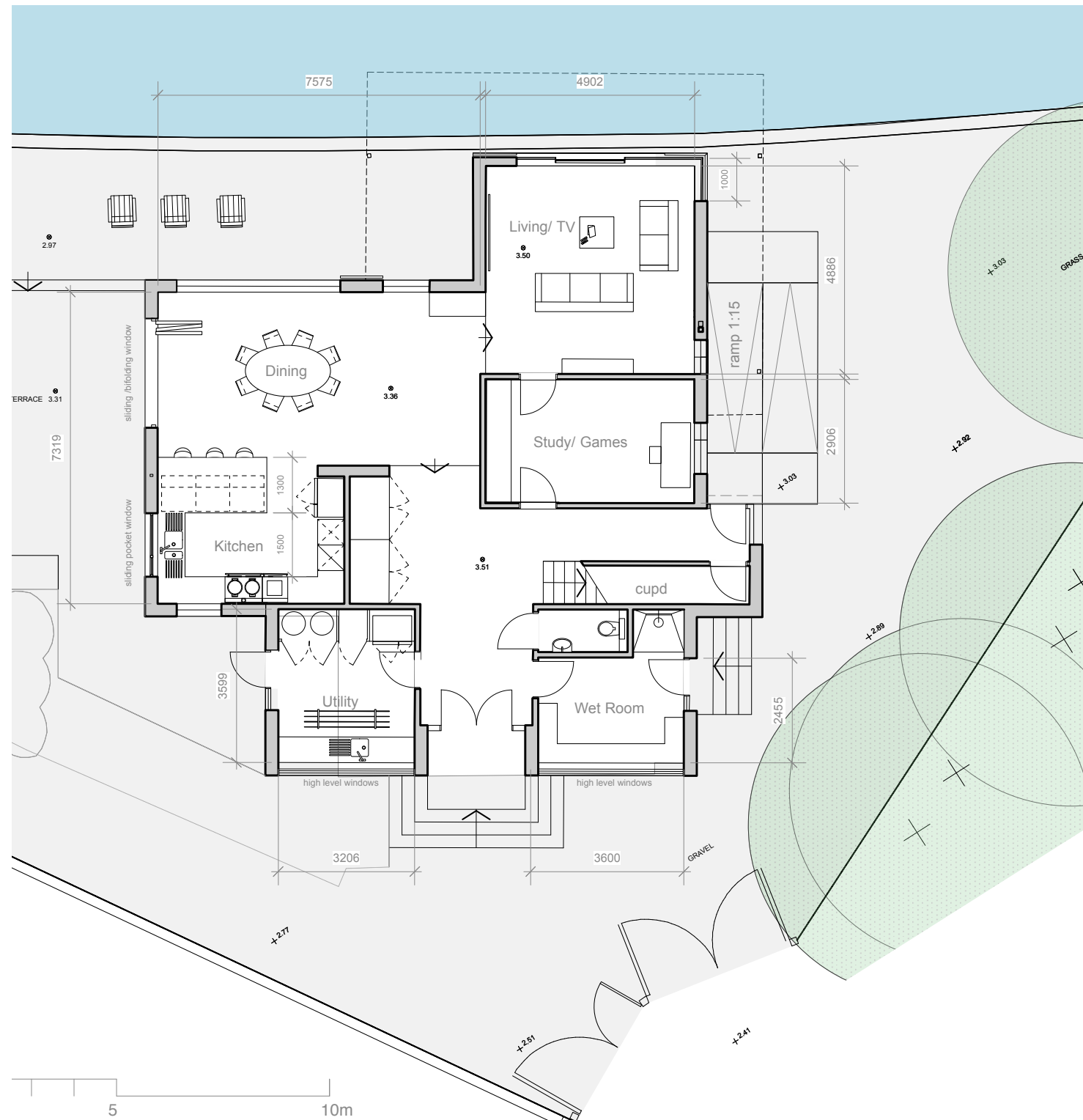
The materials are considered to be an improvement to those existing and reduce the visual impact upon the harbour.



Existing View from Hayling Island Sailing Club/ Bracklesham Road



Proposed View from Hayling Island Sailing Club/ Bracklesham Road



Use & Amount

Use: The proposal does not alter the existing use of the property as a single family dwelling house.

Amount: The replacement house creates the same amount of habitable area as the recently approved extension scheme. It allows 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 utility space.

The existing footprint of the house is 135 sqm. The footprint of the replaced house is 161.9 sqm. The additional 26.9 sqm are a 19.9% increase on the existing. The proposed replacement is therefore in keeping with the scale of the original 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 with a simplified glazed balustrade.

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 replacement house is the last of the houses along the waterfront and is visible from close to when viewed across the lagoon from the sand spit and footpath behind Hayling Island Sailing Club. There are also long views from the Harbour, specifically the Emsworth Channel.

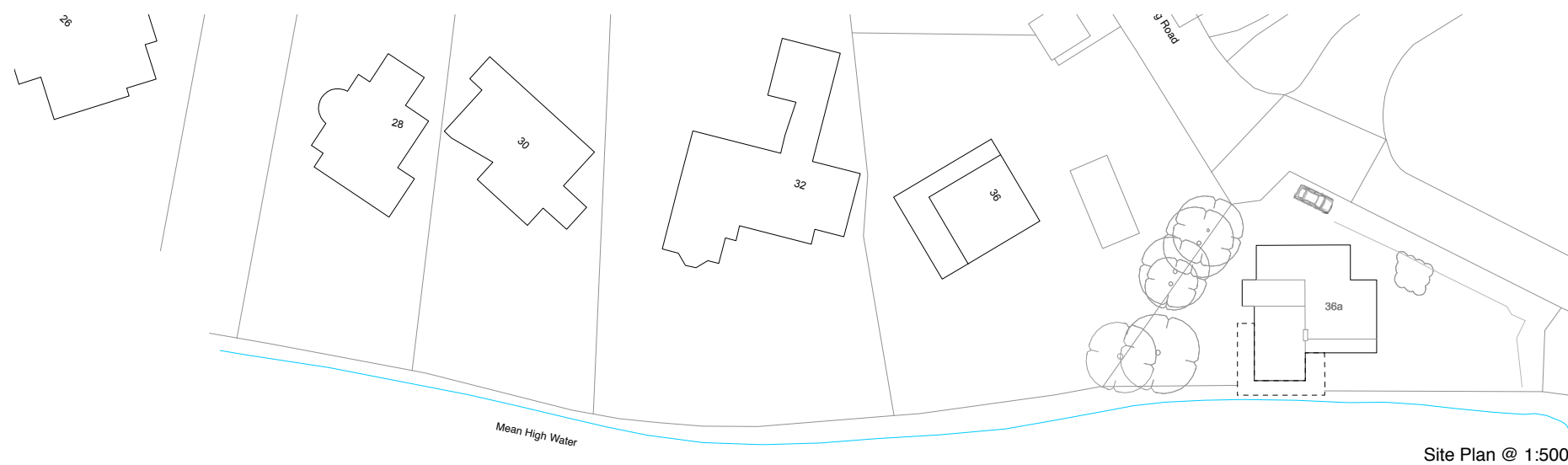
The proposal will maintain the existing height and is mainly kept within the existing footprint.

The proposed silhouette is increased 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 No36 which was recently rebuilt as a new house.

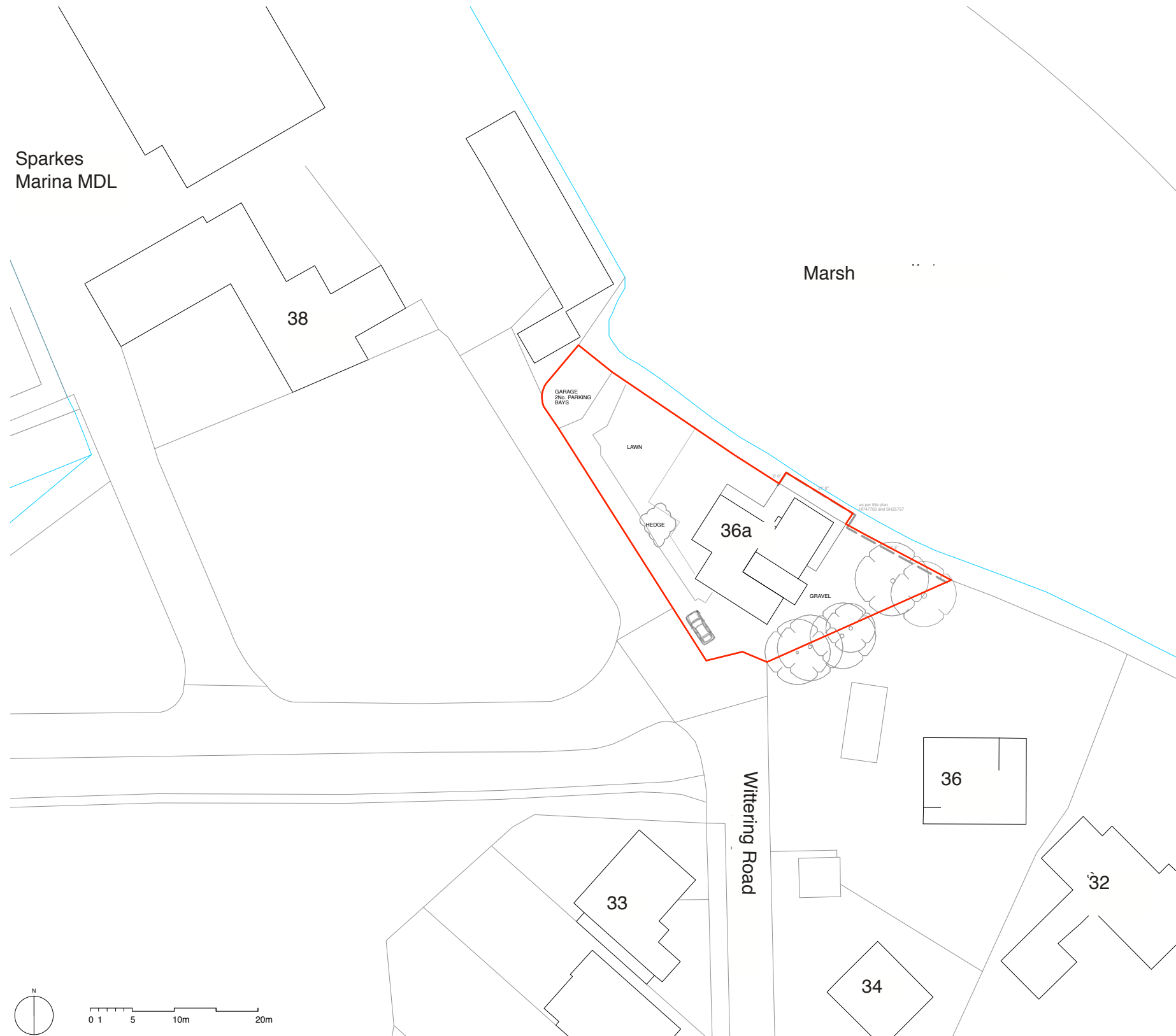
The roofline remains well below the tree line behind and the existing trees to the eastern boundary of the property form a soft screen in front and next to the house.

The impact of the new elevation facing the waterfront is reduced by parts of the elevations being set back from the original building line and the new glazing is divided with and framed by fixed timber louvres that give a vertical emphasis. Setting the glazing back under a wide overhanging eaves detail helps to reduce the reflective surface of the glass by keeping it in shade for a majority of the day.

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



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



Layout : The Site

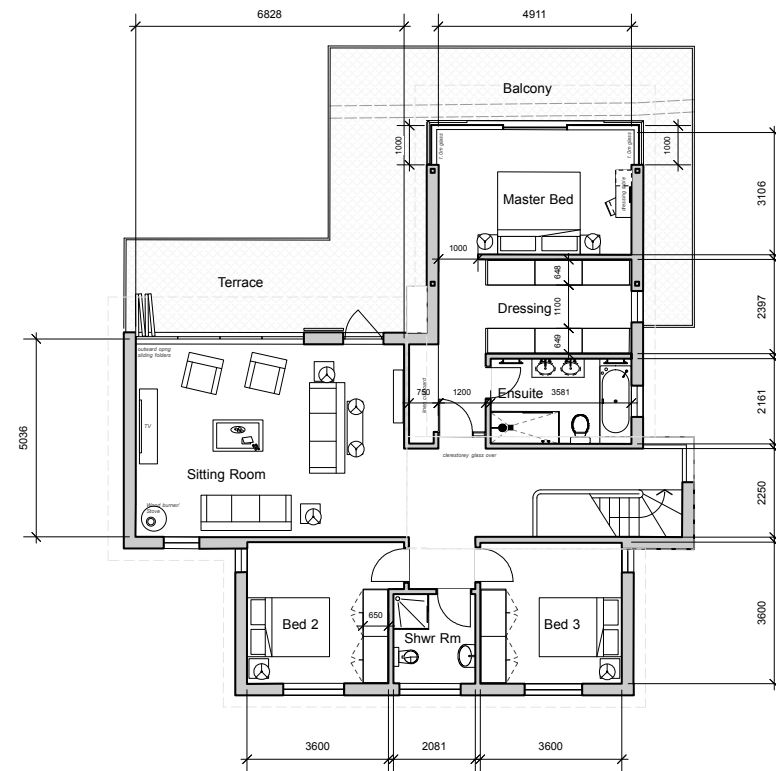
The house is set parallel to the harbour wall to take advantage of the view across the harbour towards Thorney Island and the Downs beyond.

The replacement house remains in the same position on the plot and will only 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 a ramped side access along the east elevation.

The proposal for the first floor makes the front entrance appear more prominent and centred within the elevation.

No major windows are proposed within the east elevation. There are two small windows at ground and first 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.



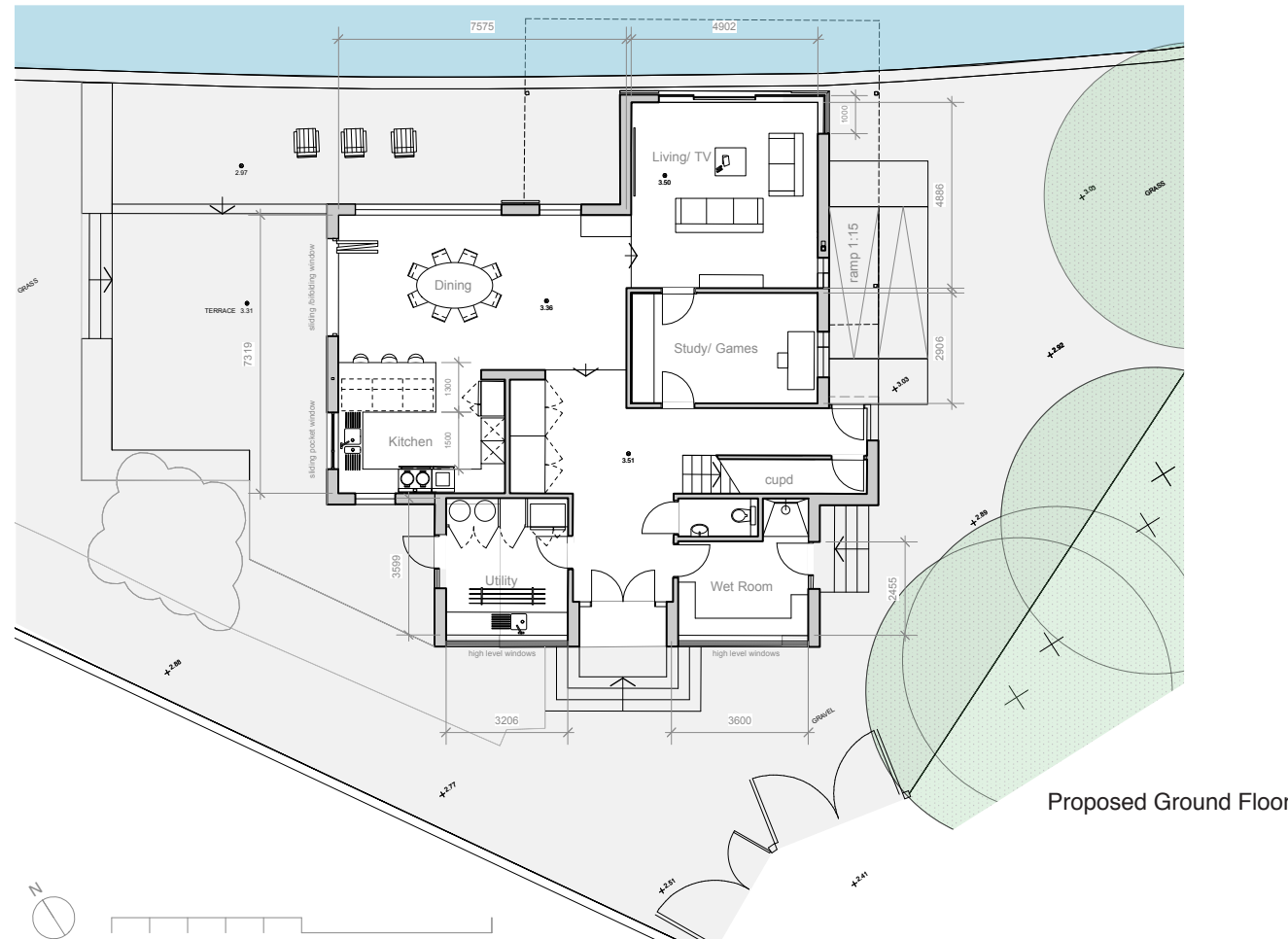
Layout : The House

The Architect's brief is to create a contemporary family living space within a similar envelope to the original by replacing the existing house and extending it 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 occupying the ground floor. A wet room has been added to the existing utility room to accommodate returning sailors.

The proposed glazed stair projection to the east side of the house helps light to penetrate into the circulation space of the house and allows for a ramped access compliant with part M.

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





Landscape

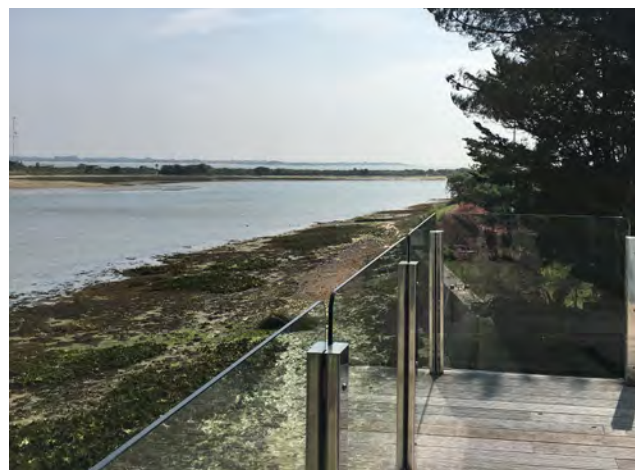
All the trees will be maintained during the renovation and extension works therefore privacy and amenities towards the adjacent neighbour No.36 are preserved.

In response to comments on the previous application from the Council Tree Officer a full plan for protection of the existing trees a 'no-dig' zone is to be created along the boundary to No36

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



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.

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

The first floor above, is clad in naturally weathering timber with the overhanging, angled roof seemingly floating above. The windows at first floor are to have pivoting timber panels that can be used for security and also privacy from the road and Sparkes' car park.

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 original white render and white cladding of the existing first floor.

Fixed 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 scheme proposes to retain the existing balcony with a simplified glazed balustrade, that overhangs the harbour wall with views across to the sailing club and beyond.



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.

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 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.

Soffits are to match the first floor cladding. Fascias and guttering are suggested to appear in a dark colour to reduce their prominence and to match the windows.



Sustainability

The proposal considers climate change and sustainability, including features to be incorporated into the building design and building systems to minimise energy demand, energy use and resultant carbon dioxide emissions.

Building Fabric:

Demolition and replacement of the existing building allows to significantly improve the current thermal performance of the building fabric in a much more efficient way than incorporating the existing. New walls and new floor build up with high performance insulation can improve energy efficiency and air tightness to a much greater extent than by upgrading the existing.

The application includes an Energy & Sustainability Report from RedSix (Refer to Appendix 3) that shows that the proposal will achieve reductions in CO2 emissions of 19% of the Dwelling Emission Rate (DER) compared to the Target Emission Rate of Part L of the Building Regulations and exceed these energy requirements where possible.

Energy demand reduction for the project will be met as efficiently as possible. This will be done in conjunction with key measures including improved fabric u-values through high performance insulation, the use of accredited construction detailing, and improved levels of air-tightness.

Further measures:

In addition to building fabric improvements, installed building systems will be fit for purpose, and energy efficient to ensure the minimum amount of energy is required to heat and power the proposed house, which will assist in delivering the required CO2 reduction target. These are likely to comprise of low energy lighting systems, underfloor heating, wood burning stove and a solar hot water system and/or photovoltaic panels facing south, away from the Harbour.

To further reduce energy consumption it is proposed to include the Installation of white goods with high ratings as defined by the EU Energy Efficiency Labelling Scheme. In addition to the energy & CO2 reduction savings achieved through the Part L regulatory process. (Refer to Energy & Sustainability Report from RedSix Appendix 3).

Access

Access to 36a Wittering Road is direct from Wittering Road by car, bicycle and on foot. The main form of transport is the car. There is no change proposed to the current on-site parking numbers or arrangements.

The new proposal for 36a Wittering Road has been made with accessibility in mind. A ramped access to the side entrance allows for compliance with Part M requirements. A ground floor WC is provided and all internal doorways are adequately sized.

Service access points are to be maintained where possible.



Planning Application Drawings

Drawing Schedule

590/P/101	Location plan
590/P/102	Site Plan
590/P/103	Existing Plans
590/P/104	Existing Elevations
590/P/105	Proposed Site Plan
590/P/106	Proposed Ground Floor
590/P/107	Proposed First Floor
590/P/108	Proposed Section
590/P/109	Proposed Elevations - North and South
590/P/110	Proposed Elevations - East and West
590/P/111	Proposed Elevation - Silhouette comparison
590/P/112	Proposed Tree Protection Measures
Appendix 1	Environment Agency Form
Appendix 2	Supporting Information regarding the FRA
590/P/300	Flood Proofing
590/P/301	Flood Proofing Detail
Appendix 3	Sustainability and CO2 Report-I