



Land Adjacent to 48 Station Road, Hayling Island – Design Statement REV A

Site Address

Land adjacent to 48 Station Rd, Hayling Island PO11 0EQ

Introduction

This design and access statement has been prepared by PWP Architects in support of a planning application for a new dwelling on land previously associated with the large garden of No. 48 Station Road, Hayling Island. The report has been written to explain the principles behind the scheme, place it in a social and economic context and, outline how the proposal meets the relevant planning policies.

This document should be read in conjunction with the submitted drawings and any appendices that have been referenced.

Site analysis

The site is situated in a residential area on the South-West side of Hayling Island, off a private road that runs north of Station Road and serves No's 48 and beyond (see Fig 1 & Fig 2).

The unnamed private road has an element of parking for flats located close-by, whilst all the private houses have their own on-site parking and therefore use the private road for access only. No 48 Station Road is a large Victorian villa set at an odd angle to the developments that has grown up around it in subsequent years. All other surrounding properties address their various access roads at right angles. The surrounding properties are a mixture of sizes and styles.



Fig 1: Aerial view of site position



Fig 2: Aerial photo showing site position

Opportunities and Constraints

The site is formed from a section of garden that was previously within the curtilage of No.48 Station Road. The house at 48 Station Road previously sat within a large square plot yet was built at a 45 degree angle, leaving a somewhat strange layout to the garden space. This was emphasised by the high hedge of Leylandii trees that previously ran along the southern boundary of the site. Following the removal of these unattractive conifers our client was able to see that with the re-introduction of light in this corner of the garden there was an opportunity for a separate dwelling to be constructed which better utilised this part of the old garden.

Careful consideration has been given to the design of this new dwelling, in terms of its relationship to its neighbours and the surrounding gardens.

The properties to the south of the site have predominantly been converted into flats and have gardens towards the boundary with the application site. To the east of the site are the shared boundaries of the houses of West Lane. This boundary has new close boarded fence panels.

The site is large enough to accept a new dwelling. The constraints of neighbouring properties, and the wish to avoid any overlooking, have led to a single storey dwelling being proposed. The shape of the proposed dwelling allows the garden arrangement to create public, semi public and private areas, which will give the new property a full assortment of usable amenity spaces.



Fig 3: 48 Station Road (front elevation)



Fig 4: View of private access road located off Station Road



Fig 5: close boarded fence panels



Fig 6: Apartment block located on the corner of Station Road & the private access road (un-named)

Relevant Planning Policies

We refer our planning policy validation to the 'Havant Borough Local Development Framework' (2011)

Policy CS6 - Regeneration of the Borough

Extract taken from HBLDF, paragraph 4.05:

'Planning permission will be granted for development which positively contributes by type of use and design and by its comprehensive approach to the social, economic and/or physical regeneration of the whole borough; particularly when it is focused in the following places as shown on the Proposals Map:...
... - South Hayling Island'.

The site falls within the 'South Haling Island' boundary as identified on the plan above (Image 3).

Response: The design will positively contribute to the area through good and sensitive design. It uses land which is currently underutilised; this is a positive characteristic in the urban landscape on the end of the 'Town

Centre' designation. The proposed design is very sustainable using highly insulated construction methods and on-site renewable energy generation.

Policy CS15 - Flood and Coastal Erosion Risk

Extract taken from HBLDF, paragraph 7.31:

'All development will be required to ensure that there is no net increase in surface water runoff. Priority should be given to incorporating Sustainable Drainage Systems (SuDS) to manage surface water drainage, unless it is proven that SuDS are not appropriate. Where SuDS are provided arrangements must be put in place for their whole life management and maintenance.'

Response: The site is not located within a flood risk zone, please refer to Fig 7. The proposal has been designed to incorporate sustainable rain water drainage, reducing the volume of run-off and attenuating peak flows.

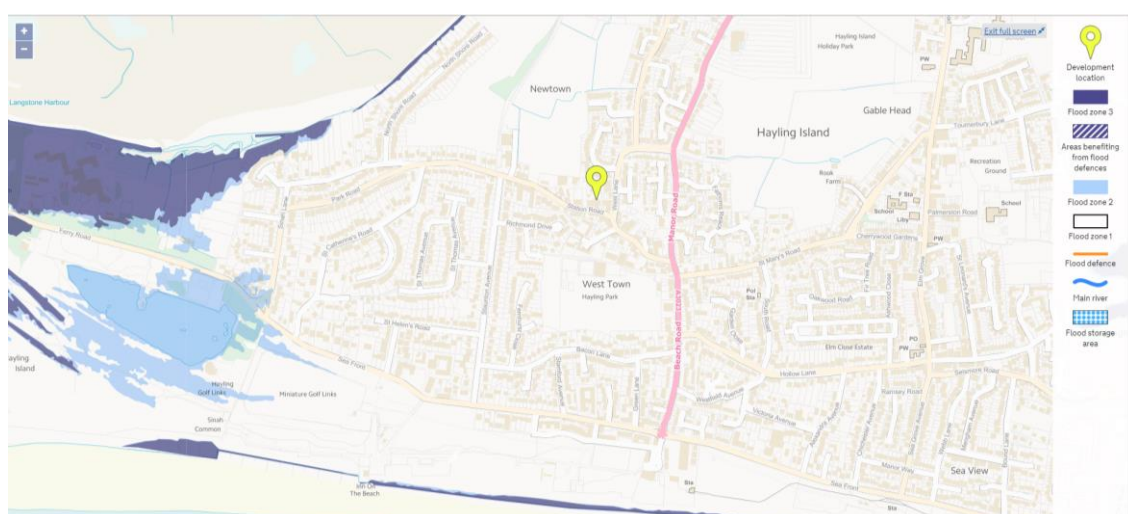


Fig 7: Flood Risk Map 2017 (Environment Agency)

Policy CS16 - High Quality Design

Extract taken from HBLDF, paragraph 7.38:

'Planning permission will be granted for development that is designed to a high standard, which helps to create places where people want to live, work and relax. All development should demonstrate that its design:

1. Responds to, draws inspiration from and respects local context...
2. Produces a positive relationship between buildings, street and spaces both existing and proposed...'

Response: The scheme promotes wildlife and biodiversity through the landscaping. The scheme respects the neighbouring properties by not causing any harm to their amenity space through privacy, loss of light or outlook.

The proposal has been designed to mitigate negative environmental impacts through sustainable design and construction method - by using SIPs construction.

Policy CS17 - Concentration of Development within the Urban Area

Extract taken from HBLDF, paragraph 8:

Development will be permitted that makes the most effective use of land in the borough by granting planning permission that:

1. Concentrates on new housing, employment, retail, leisure and other development within the five urban areas of Havant, Leigh Park, Waterlooville, Emsworth and Hayling Island, as shown on the Proposals Map. [Pink outline - refer to Fig 8]

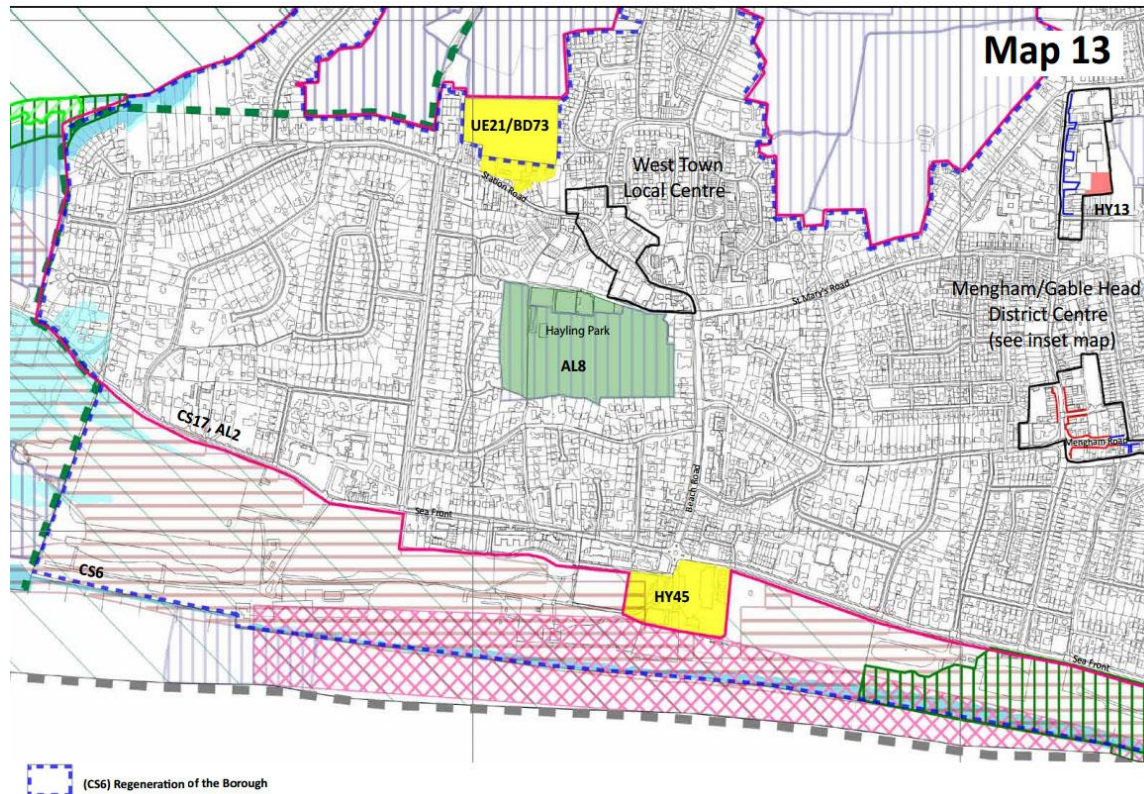


Fig 8: Extract from Havant Borough Council policies map (2015)

2. Prioritises development on previously developed land, including redundant, derelict or underused land and buildings within the urban area.

Response: This proposal is for one modest dwelling on a redundant brownfield site. The site is located within the identified 'urban area' of Hayling Island (refer to Image 3), and would provide a highly efficient family dwelling in an established residential area.

Development Proposals

The brief was to provide a spacious open plan modern home, to be single storey and yet leave enough of the plot over to garden space. A pre-application process has been undertaken with Havant Borough Council and as such the design has been refined.

The only access onto the plot is from the west, therefore, vehicular parking and pedestrian access is located at this point. Cars are parked off the private road but sit comfortably within the curtilage of the site.

Separating the parking area from the house is a wall with a private gated entrance. This gate and wall will separate the public areas from the semi-public areas. Either side of the gate a bin and cycle store will be provided, and a short path will lead directly to the front door of the house. The house is arranged across two distinct planes which are stepped. The step in the building has been designed to reduce the visual impact to the neighbouring properties.

The Northern half of the building contains two bedrooms, one with an ensuite, a family bathroom, a study, and two storage cupboards. The Southern element of the design contains the kitchen, dining and lounge areas. By

dividing the building up it has allowed better circulation, improved bedroom sizes and provided an open plan lounge/dining area that looks out onto a private rear garden.

To ensure that the proposed development would not have an adverse effect upon the neighbouring property of (No.48 Station Road) The applicant made an agreement with the new owners of No. 48 about the constraints of any building on the adjacent site. These limited the development of the site as follows:

“The developer will not erect more than one single storey ground floor bungalow which shall not exceed 4.5 metres in height from floor to ridge”.

Therefore, as part of the proposed development the maximum ridge height is 4 metres and this section of the roof, which is located over the southern section of the property, is over 6 metres from the boundary between the two properties. The northern section of the building (closest to No.48) which has a roof that slopes towards No.48 has a ridge height of 3.4 metres. Through creating two different roof levels it has allowed us to break up the overall mass when viewed from the surrounding properties. Likewise it ensures that the property does not become too dominant within the landscape.

Through pre-application consultation with Rachael M^cMurray from Havant Borough Council (HBC) the design has been developed to ensure that there is a consistent 1.8m distance between itself and the North boundary. However, towards the rear of the site the distance is further increased due to the way the building has been stepped. The 1.8m wide area that has been provided between the proposed property and the north boundary will be utilised for planting and will therefore have limited use for the residents in comparison to the rear garden provided.

From our most recent discussions on the 25th May 2017 with Havant Borough Council it was also recommended that there should be a clear view angle of 45° from the first floor window of No.48. This would be provided to solve any remaining issues of visual impact on the neighbouring property. Therefore, as you can see from the plans provided a clear 45° line from the centre of the ground and first floor fenestration located closest to our site has been drawn and the building does not go any further than this line.

As you can see from the plans the proposal is economical with its fenestration and the layout has been carefully considered to ensure that issues of overlooking are largely mitigated where possible. Furthermore due to the height of the property and the height of the surrounding boundary treatments the issues of overlooking are largely negligible. The large majority of the glazing is located on the South and East Elevations where the nearest properties are located far enough away to not cause any privacy issues. To the North where No.48 is located there are three small windows which serve the hall. Each of these windows are measured at 0.6m by 0.6m and these will be utilised to provide natural light into the hall.



Fig 9: Boundary of site with 48 Station Road (6ft close boarded timber fence)



Fig 10: View of site looking towards the entrance from rear boundary

The client is keen to use a building system of structural insulated panels (SIPs), as they have used these successfully in the past. This system has allowed us to create an overhanging shelter to the entrance of the

property rather than applying a porch. Integrating this feature into the fabric of the building suits the simplicity of the design. However, we have not allowed the chosen building system to dictate the form and still introduced a curved structure into the design of the house. This curve again looks to soften the overall mass of the building as you approach from the gated entrance.

Clearly the proposed building is subservient to the original house at No. 48 Station Road. It will not be visible from any public highway. From the private road the house will only be seen above the 'Entrance Wall', and from the rear gardens of surrounding houses will be perceived as significantly smaller than the adjoining properties which are predominantly all 2 storey properties. We feel that the scale both in plan and elevation terms fits and suits the site.

Materials and boundary treatments

The proposed materials of the house are as follows:

Walls - Through-colour render (off-white)

Windows/doors - Powder coated aluminium (grey)

Roof – Single Ply Membrane (grey)

Boundary treatment

The site's north, west and east boundaries are defined by close boarded timber fence (existing). The existing southern boundary is depicted with a mixture of fence panels.

Accessibility & Parking

The majority of the site is level so will not restrict access to the house. This house is a single family dwelling with two bedrooms. The site's location does not provide easy access to local public transport. The parking standards for the house are set out below.

Havant Borough Residential Parking and Cycle Provision SPD

Allocated Parking: According to the SPD listed above a 2-bedroom property requires 2 allocated parking spaces - which we have indicated in this proposal.

Pedestrian access

Level access will be provided from the private road off Station Road, as existing.

Vehicular access

Access will be provided via private road off Station Road, as existing.

Parking

The plans show parking for two cars. Parked in tandem. Reversing will be out onto little used private road and we feel this is a safe strategy in highways terms.

Cycle provisions

The 'Entrance Wall' contains storage for 2 bicycles.

Vehicular access for Fire Fighting

All areas within the dwelling are within 45m of the area 20m from the fire brigade accessible private road off Station Road.

3.6 Sustainability

Sustainability was a key consideration from the inception of this project. The following elements have been designed into the building to promote a sustainable design.

- Highly insulated walls, floors and roof
- Thermally efficient windows (above building regulations)
- High efficiency 'A' rated boiler
- Low energy light fittings
- Low energy appliances 'AA' rated
- Photo voltaic panels
- Dual flush WC's
- Water butts for watering the garden

Refuse

Bin storage is located within the 'Thick Wall' which is within the curtilage of the property, close to the entrance. Provision is given for 2x 240l wheelie bins – one for general waste, and another for recycling. On refuse collection day the appropriate bin will be wheeled by the householder to the edge of the private road that is already serviced by the refuse collection vehicles.

Gas, electricity & telecommunications

The site has access to existing gas, electric and telecom connections in the private road off Station Road.

Storm Water Drainage

Drainage from the roofs will flow into water butts for use in watering the garden. Excess storm water will flow into a soakaway placed under the parking area.

Sewage

Foul drainage will be connected into the surrounding existing utility's system.

Public Consultation

Neighbouring properties were consulted by the client directly before the first planning application was submitted. The reaction of many neighbours in West Lane resulted in objections. The planning appeal inspector considered these objections and found that they were in his eyes unfounded.

Therefore more recent applications have tried to satisfy the concerns of the owner of No. 48 Station Road.

Prior to this application being submitted the client has met with the owners of No. 48 Station Road to get their views on the revised proposals and to explain the things that have been done to the design, in consultation with planning officers at HBC as part of the lengthy pre-app, to satisfy the concerns of the neighbouring property owners. We are not expecting the neighbours to alter their views towards any sort of development on this site, however we feel that as a sign of respect and honesty the client has shown due care to their neighbours in pre-consulting them on these proposals.

Conclusion

This application is for a new dwelling which sits within the settlement policy boundary and we feel that in planning terms this is an appropriate use of the land. The proposal has been refined through the pre-application process and open dialogue with Havant Borough Council and the design is a considered solution that will not have an adverse impact upon the surrounding properties and the wider context of Hayling Island. We believe that the proposal is appropriate for the size of the site and should therefore be considered favourably.