

DESIGN, ACCESS AND PLANNING STATEMENT: LAND NORTH OF NORMAN ROAD, HAYLING ISLAND

Address Land North of Norman Road
Hayling Island
Hampshire
PO11 9LR

Date: June 2017

Revision: I



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Introduction

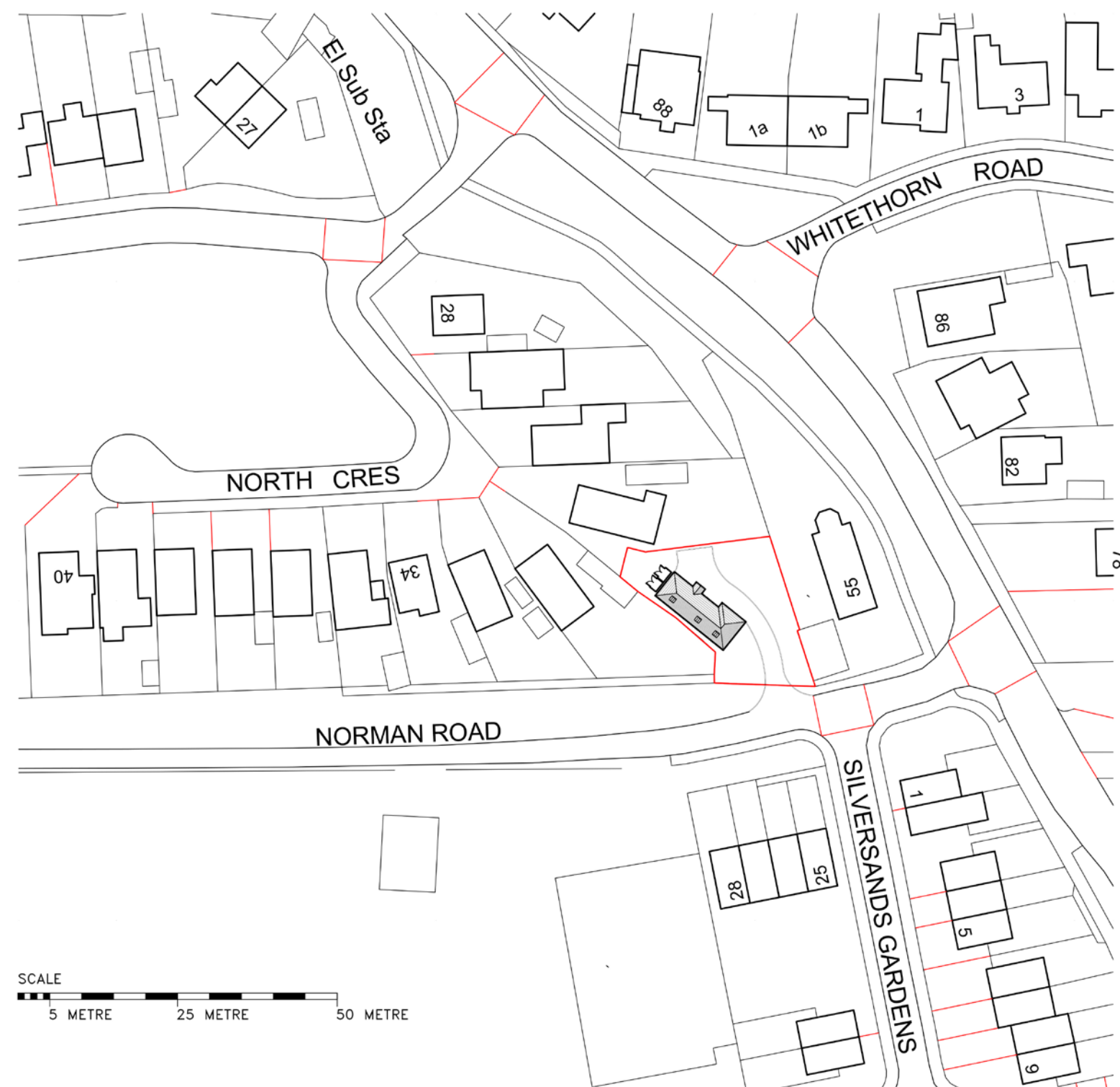
WHALEBACK has been instructed to prepare a Design, Access and Planning Statement both to inform design development and support a detailed planning application for the construction of a new tourist-let at Land North of Norman Road, Hayling Island.

The proposal comprises the construction of a single storey unit with associated landscape and access elements.

This statement supports the planning application and should be consulted together with the plans and other supporting reports.

It describes issues relating to the site, its physical and planning contexts, the design principles and concepts that have been applied to the development and how issues relating to access have been dealt with.

The Statement demonstrates the steps taken to appraise the context of the development and how the design takes that into account.



Site Plan as Proposed

Site Description

The site is located to the north of Norman Road, in South Hayling. It is well located for access to the beach, Mengham Sailing Club and the wide range of amenities that Mengham Shopping Centre and Hayling Island has to offer.

Norman Road extends from the west side of Rails Lane and is tarmacked as far west as the site entrance, providing access to Silversands Gardens to its south. The remaining section of Norman Road is a single width, unmaked track, which connects with St Andrew's Road to the west.

To the north side of Norman Road is a strip of land containing mature oak trees within an overgrown under-storey of brambles, nettles etc. Historic maps indicate that this was a historic field boundary. Trees also line the south side of the lane, giving it a pleasant, semi-rural character. To the south side of Norman Road is Mengham Park, a large recreation ground that includes a children's playground and sports centre.

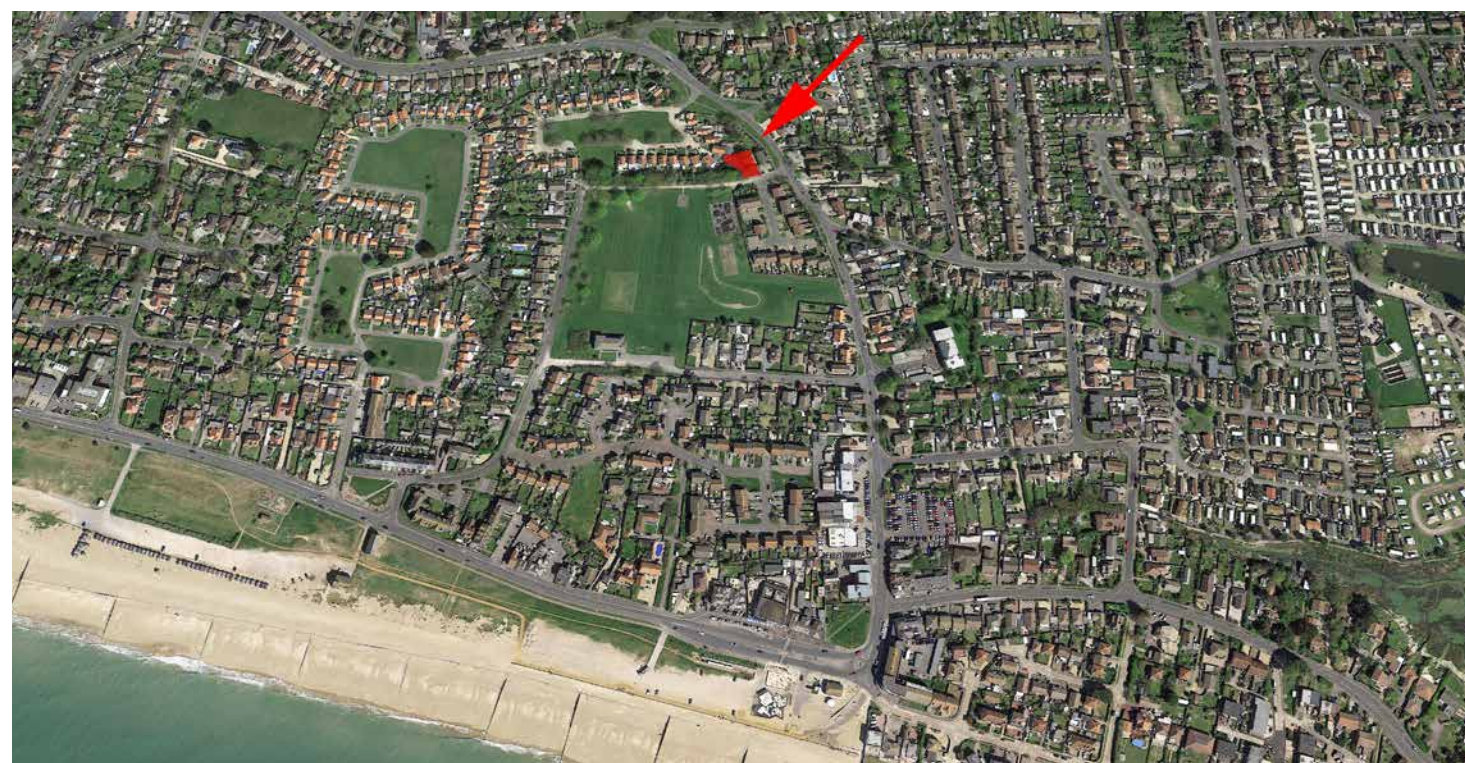
As can be appreciated from the satellite image to the right, the surrounding area is laid out as a relatively high density residential suburb.

Historic maps show that in the late nineteenth century Hayling Island was a rural environment with low density, dispersed agricultural and fishing settlements. There was no development in the vicinity of the site except for a pair of L-shaped buildings to the sides of Rails Lane, neither of which have survived.

Norman, Milton, Harold and St Andrew's Road (originally Beach Road) were laid out as a simple orthogonal grid to the west of Rails Lane between 1898-1909. This suggests that a suburban coastal development was being planned. However, by 1932 properties had only been built along the west side of St Andrew's Road, the south side of Harold Road and the southern part of the west side of Rails Lane. This left the field to the south of Norman Road undeveloped.



OS Map with site area highlighted in red

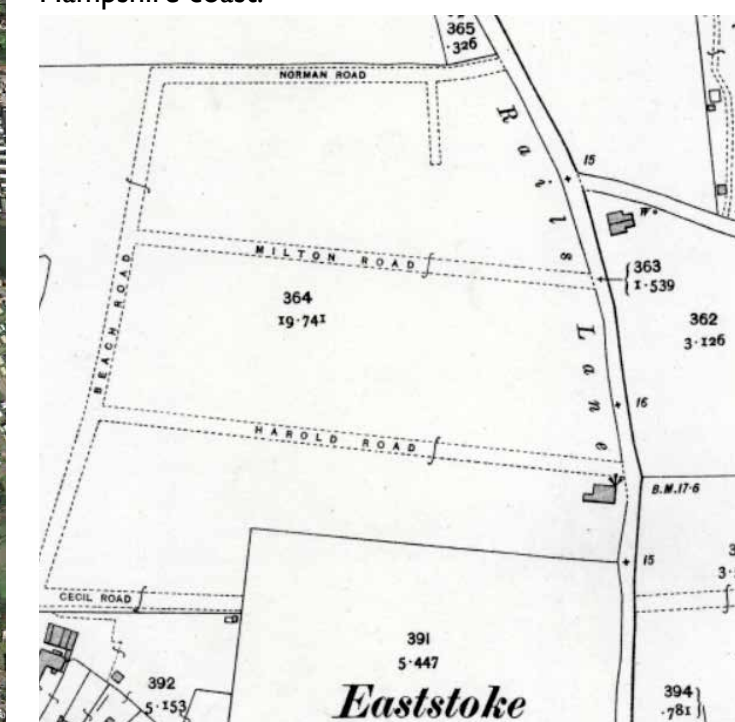


Aerial photograph with arrow indicating position of site

A rapid expansion in residential development occurred between 1932 and 1969. The area's built environment character is largely defined by mid twentieth century suburban development. These are principally standard layout and building types, similar examples of which can be found across the South of England. Streets and estates contain both single and two-storey houses.

Silversands Gardens, a Raglan Housing Association development to the immediate south of the site, replaced Silversands Holiday village in the relatively recent past.

The site is most closely associated with North Crescent to its north, although its access and street frontage is to Norman Road to the south. North Crescent consists of single-storey detached and semi-detached houses arranged around a central private green. Although a pleasant environment, the buildings are not considered to be of special architectural or heritage value and are not considered to represent the characteristic vernacular building tradition of the Hampshire coast.



Norman, Milton and Harold Road layouts in 1908

Site Description



Junction between Rails Lane and Norman Road



Site viewed from entrance to Silversands Gardens



Two-storey house to immediate east of site



View west down Norman Road



Site interior, to east boundary



Site interior, to north boundary

Site Description



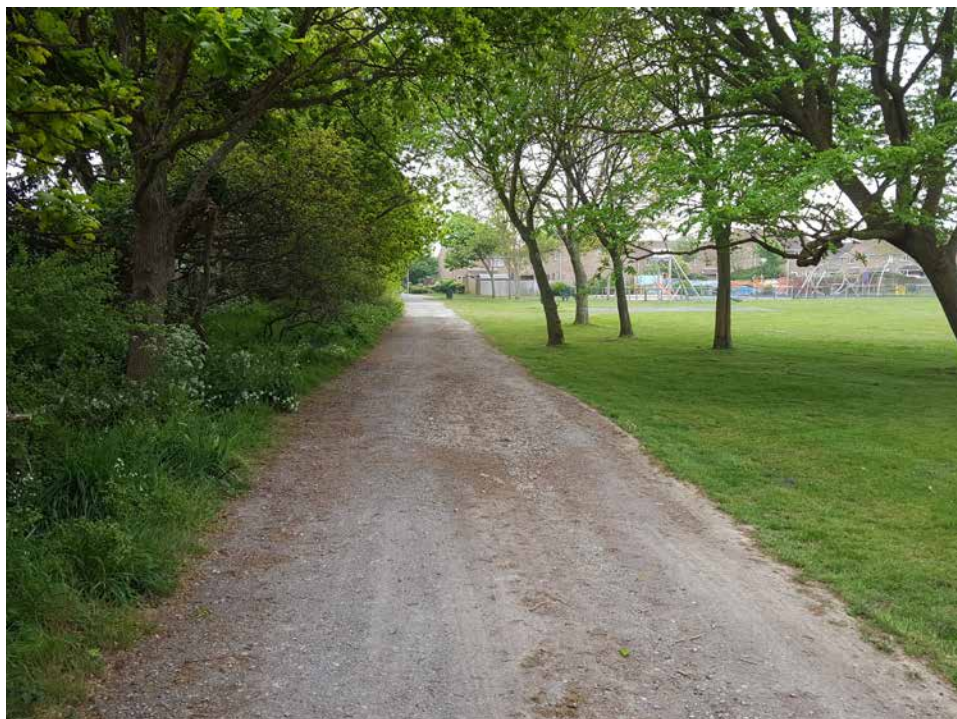
Two-storey houses opposite site



Playground opposite



Recreation ground opposite



View east up Norman Road



North Crescent viewed from Norman Road



North Crescent properties

Design Objectives and Proposals

The design objectives of this proposal are:

1. To maintain the amenity of neighbouring residents to ensure against overlooking or any overbearing impacts.

2. To create a proposal that is sensitive to and enhances the historic characteristics of the area.

3. To base proposals on a careful examination of appropriate building types, their layout, position, form, scale, design, detailing, proportions and materials.

4. To create a quality building within robust landscape design that provide a high quality of environment for users and the community of Mengham.

5. To ensure that people with mobility or other disabilities are considered and their needs addressed by proposals.

6. To maintain existing trees and enhance the rural appearance of the site through the planting of indigenous specimens.

7. To use natural materials and colours for buildings and paving that are suited to the character of the site and settlement.

8. To make appropriate use of a neglected site.

9. To maintain or enhance on-site hydrological conditions.

10. To develop the site at a density that both makes efficient use of the site whilst also being appropriate to the context.

11. To employ a design approach that enhances the rural character of Norman Road.

12. To avoid the introduction of standard, engineered features that would be contrary to the rural character.

13. To create a development that will mature and weather gracefully with age.

14. To encourage sustainable modes of transport.

15. To employ sustainable methods of construction which maximise the use of natural materials.

16. To ensure that vehicle movements and parking are accommodated without detracting from the experience of pedestrians or detracting from the character of the site.

The design proposals consist of a single-storey building of agricultural or service character positioned close to the southwest boundary of the site. The building has a principal plan depth of 4.8m and a total length of 13.56m. The building is 2.4m high to its eaves, with a total height of 4.7m to the roof ridge.

The building is of modest size and comprises just one bedroom and a combined lounge, dining and kitchen space. The proposal also includes a small shed discreetly located on the south side of the building for the storage of bicycles and bins.

The building's small scale and subsequently low eaves and ridge heights ensures that it will be inconspicuous both from the lane and from neighbouring properties. Only the roof will be seen above site boundaries, being both attractive and of locally characteristic appearance.

In being designed in response to locally characteristic agricultural and service buildings, the building will appear appropriate to its location and enhance Norman Road's rustic character.

The building will be of traditional timber frame construction. Walls will be clad externally in feather-edged oak weatherboarding and will sit on a red brick plinth. Rainwater goods will be of galvanised steel. The roof will be hipped and clad in plain handmade clay tiles with bonnet tiles to the edges of the hips.

Rafter feet will be left exposed to convey an agricultural character. Window and door joinery will be of traditional design, proportions and manufacture and will be painted grey.

The exterior paving will be of simple, rustic design. No kerbs will be used but a metal strip will separate the paving from the adjacent lawn. The paving material will be natural coloured gravel.

No trees will be affected by the proposed development whilst indigenous planting to boundaries will be enhanced. Hedgerows are intended to enhance the rustic character of the site and to further contribute to its enclosure.

The following mix is considered to be locally characteristic and to support biodiversity:

- 70% from a choice of hawthorn, blackthorn, buckthorn, privet, beech, hazel and dog rose;

- 25% from a choice of guelder rose, field maple, spindle, crab apple, holly and yew; and
- 5% from a choice of climbers, such as honeysuckle, blackberry, ivy and native clematis.

Whereas a residential use might be considered to put pressure on the existing trees, the use of the building as a tourist let is considered entirely compatible with their retention. Tourists will be able to enjoy a stay within a treed environment and have access to the nearby recreation ground and beaches for greater exposure to sunshine.

Responsibility for the clearing of leaves etc will be that of the site owner and will be undertaken on a regular, contracted site maintenance basis.

The proposal provides a type of high quality tourist accommodation that is relatively scarce in the area.



Photograph of similar (but larger) structure recently completed by ADM Architects

Design and Access

This section of the document describes the proposals in relation to the requirements of Design and Access Statements, addressing Use, Amount, Layout, Scale, Appearance and Access. Landscape design is considered in relation to Appearance. This section also addresses Drainage and Ecology.

USE

The use proposed for this empty and neglected site is a tourist-let with one bedroom.

The situation of the site ensures that there are a number of community and amenity facilities within a 10-minute walk or cycle.

The use will support local businesses and add to the vitality of the local community.

The single storey agricultural or service building typology is well suited to this use and the character of the site. Efforts have been made to ensure that the design has been informed by characteristic, historic rural buildings.

The agricultural building type is particularly appropriate to this site as it is common for such buildings to have most of their window openings on one of their long sides. This ensures that the building does not overlook or have an overbearing impact on neighbouring properties.

The use and building type enables a simple, vernacular rustic approach that will conserve and enhance the character of the wider area.

AMOUNT

The site area is 0.04 hectares. This equates to 22.7 units per hectare, which would appear a sensible if relatively low density for the area.

The amount of development proposed has been arrived at through a consideration of the site characteristics, the density of the surrounding area and

relationship with neighbouring buildings.

The amount of development proposed is modest and well within the range of what the site could reasonably and successfully accommodate.

The layout and building design is in keeping with local character without being over developed or cramped. The intention has not been to entirely hide the building from view but to ensure that it presents an appropriate and characteristic form to its surroundings.

LAYOUT

The layout seeks to minimise the impact of the building on the setting of neighbouring properties whilst also respecting the characteristic layout patterns of the area and the agricultural/service building typology.

In being located along the southwest boundary, impacts on trees are minimised.

The layout appears appropriate for this area, which retains something of its previous agricultural character.

The principal elevation of the building faces northeast towards the trees. This gives the unit an attractive outlook and contributes to a strong sense of place.

The layout creates no issues of overlooking. The building is offset from the southwest boundary by 1m for reasons of neighbourliness and ease of maintenance.

The layout of the building on the plot allows all parts to be adequately surveilled.

Cars may be parked inside the site without them impacting on trees or the use of the garden. Parking spaces will not be demarcated so as to preserve the rustic appearance of the site.

The layout is easily negotiated by those with mobility issues.

SCALE

The single storey height, plan depth and plain clay tile hipped roof are considered appropriate in relation to historic precedents, the relationships with neighbouring properties and upon views from the surrounding area.

Careful reference has been made to local single-storey service and agricultural precedents to ensure that the scale and massing of the proposal is in keeping.

The intention has not been to make the proposal invisible from outside the site but to ensure that it presents an attractive, high quality, locally distinctive and neighbourly appearance.

APPEARANCE

The approach to the building's layout, position, scale, height, form, character, detailed design and materials has been informed by the wish to present a building which appears entirely appropriate to this location. The choice of building type has relevance to the rustic character of Norman Road. The building typology is appropriate and substantial efforts have been made to ensure that the design is in keeping with locally characteristic patterns.

Details and materials are described elsewhere and will be regulated by condition. However, the objective will be to match locally characteristic details and materials as closely as possible.

ACCESS

The site is ideally placed for residents to walk or cycle to nearby amenities and local attractions. On-site cycle storage will encourage people to travel by sustainable methods.

Access into the site will be obtained through the existing entrance from Norman Road. The character of the access will be a simple, uncluttered entrance. Suburbanising elements such as gate posts, kerb stones or block paving will not be used. The paving material will be gravel, separated from the neighbouring lawn by

metal strips. There will be no visual separation between the area of paving for vehicles and that for pedestrians.

The parking area will be sufficient for two vehicles.

The single storey unit is suited for use by those with mobility issues.

DRAINAGE

The development takes a Sustainable Urban Drainage System (SUDS) approach to dealing with surface water drainage.

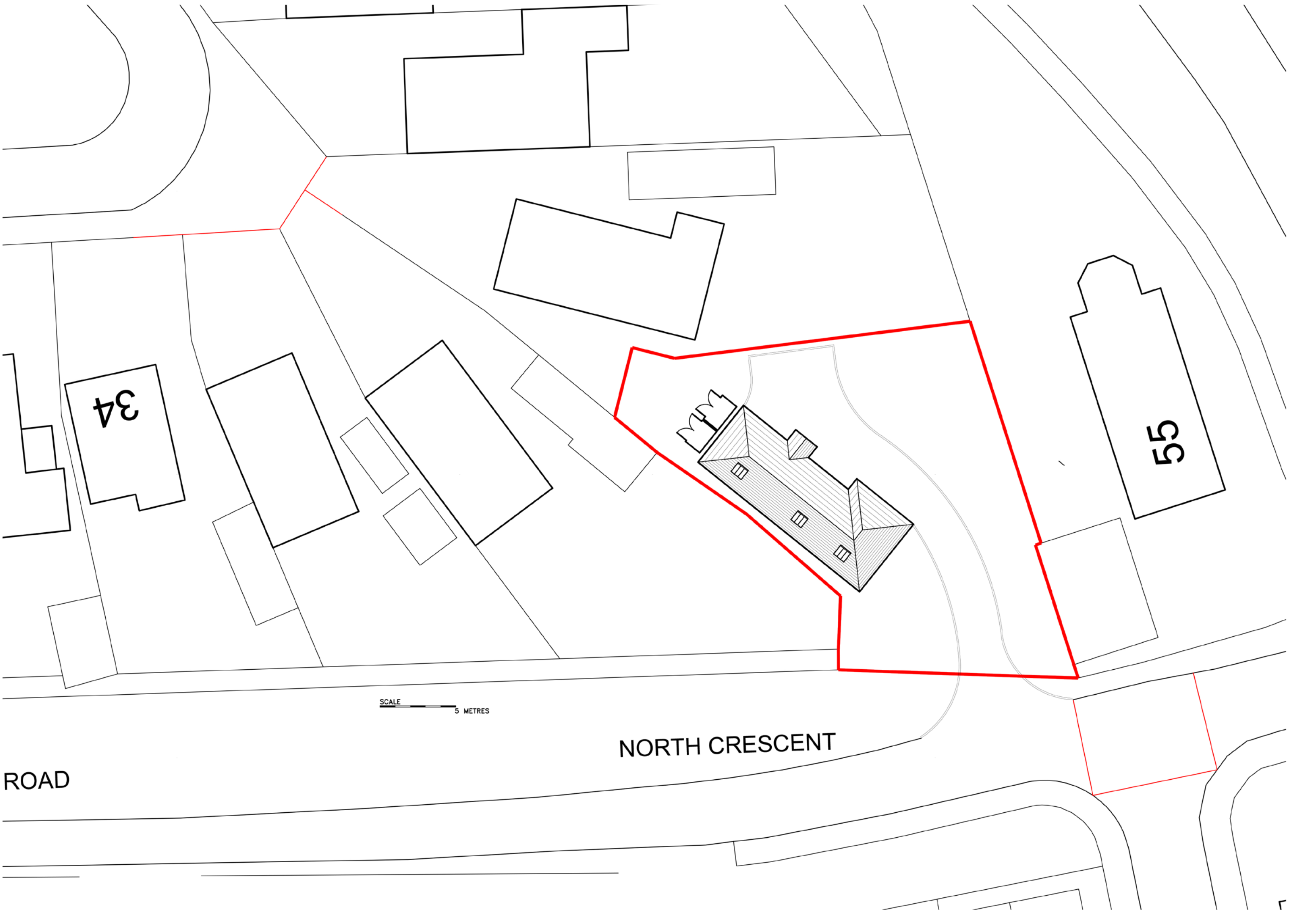
External hard standing will be designed using a permeable paving structure topped with gravel. Water falling on roofs will flow via channels and drains to soakaways under the garden. From there, water will filter gradually into the groundwater, contributing its recharge. This approach will maintain or improve on-site hydrological conditions and has the effect of lowering flow rates and supporting biodiversity.

The unit will have a water butt to enable the site managers to use rainwater for garden watering and outdoor cleaning activities. Foul and rainwater drainage proposals are indicated on the application drawings. Foul water drains will connect to the existing foul sewer.

ECOLOGY

Trees will be protected and maintained whilst site boundaries will be consolidated using an indigenous hedging mix that supports biodiversity. This will include fruiting and nut-bearing species that provide food for foraging animals.

Advice will be taken from Havant Borough Council as to how else the site might contribute to ecological enhancement, such as through the provision of bird nesting boxes, or solitary bee habitats.



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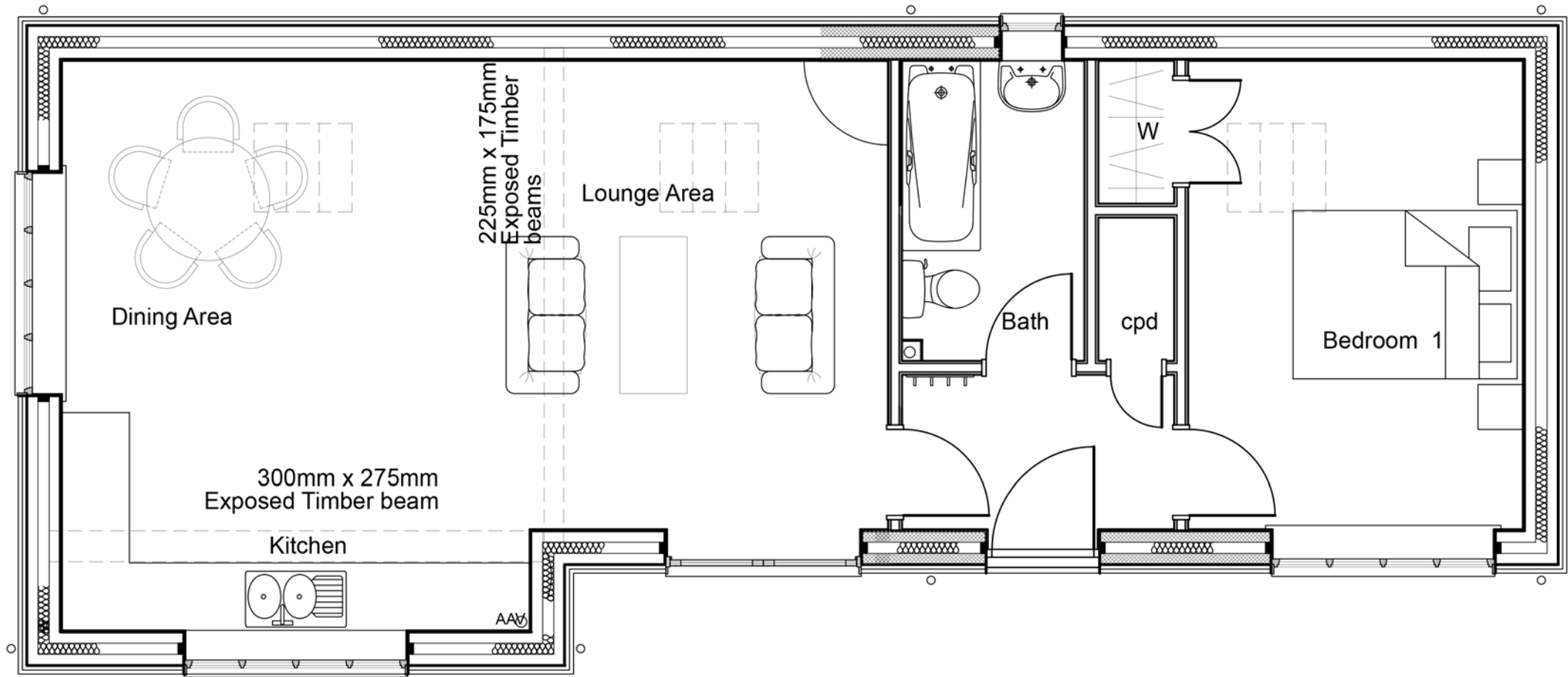
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SCALE 5 METRES

NORTH CRESCENT

ROAD

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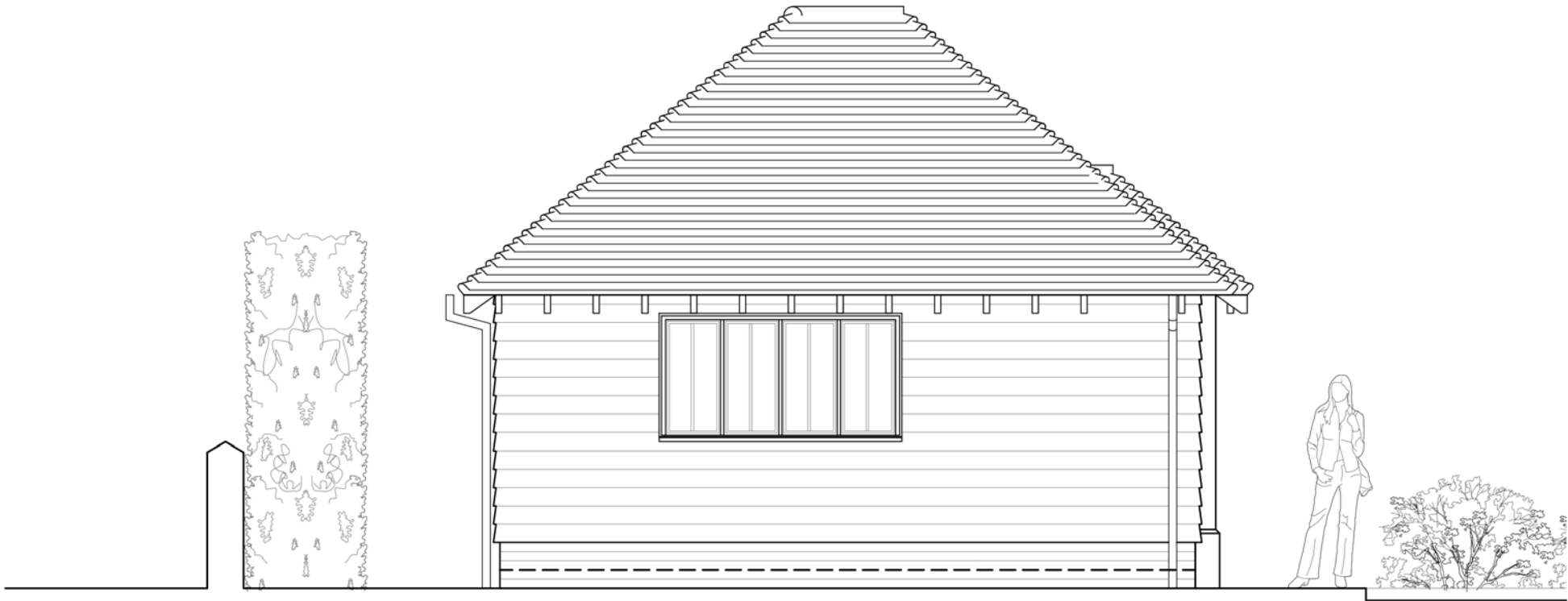
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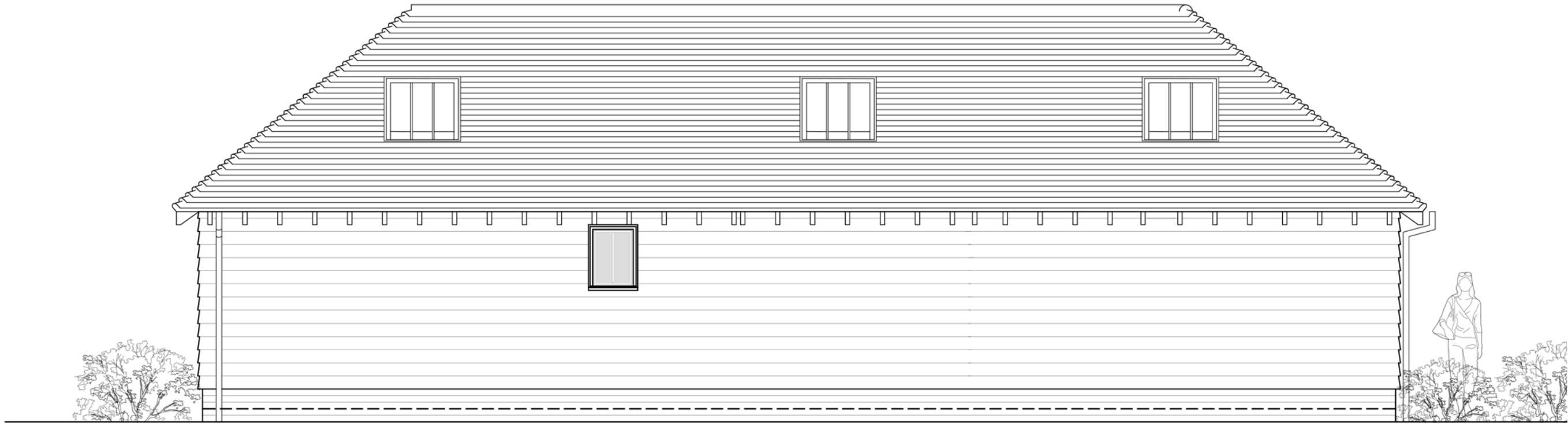
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Planning Policy

The principal planning issues are considered to be:

- The principle of tourism development in this location;
- The impact on neighbouring amenity; and
- Access

Principle of tourism development

Visitors support a range of facilities and services which are important to the local economy and enhance its attractiveness as a location for businesses and residents.

The supporting statement to Policy 11, Tourism and Cultural Facilities, of the Horsham District Planning Framework notes that tourism plays a big a role in the local economy. There are very few hotels and so visitors mostly only stay for the day. More accommodation is needed and would increase the visitor economy.

It is observed that there are opportunities to improve the tourism 'product' of the district which meets the objective of facilitating sustainable tourism and economic growth.

In seeking to be proactive in encouraging local tourism within the district, the local planning framework emphasises appropriate facilities in the settlements and villages

Policy 11 is reproduced here and each element of the policy addressed in turn.

Policy 11: Tourism and Cultural Facilities

Measures which promote tourism and enhance local cultural facilities, including recreation based rural diversification, will be encouraged. Any development should be of a scale and type appropriate to the location and should increase the range, or improve the quality of accommodation, attraction or experiences for tourists, day visitors, business visitors, and residents in the District. Support will particularly be given to proposals which:

1. Reinforce the local distinctiveness and improve existing facilities;
2. Focuses major tourism and cultural facilities in Horsham town centre;
3. Seek to ensure that facilities are available within the towns and villages in the district and are in keeping with their relationship with the urban area and countryside around them especially in and around the High Weald AONB and the South Downs National Park;
4. Develop the opportunities associated with rural diversification and rural development initiatives, particularly where they assist farm diversification projects, benefit the local economy, or enable the retention of buildings contributing to the character of the countryside; and
5. Do not result in the loss of a cultural resource

The proposals accord with Policy 11 through:

1. Promoting tourism through the provision of a high quality tourist unit in a location that is accessible to numerous tourist attractions on Hayling Island;
2. Being of a scale and type that is neighbourly whilst being sensitive to the location; helping to convey the agricultural heritage and enhance the rustic character of Norman Road;
3. Providing a high quality of accommodation to tourists of a type that is in high demand but short supply;
4. Providing a type of accommodation that will be attractive to visitors throughout the year, so extending the visitor season and local economy; and
5. Causing no loss of cultural resource.

The use as a tourist let also will enhance the local economy, contributing to the vitality of local facilities and minimising road congestion and travel distances associated with Hayling Island's attractions.

In the development of this proposal, great care has been taken to propose a building type that is suited to its context. The proposal demonstrates that it is possible to provide visitor facilities whilst causing no harm and delivering enhancements to the environment that visitors will travel to experience.

The letting of the unit will be managed by an online booking system, which will define when it is available. To contribute to the extension of the tourist season, incentives may be provided to encourage booking in off-peak or 'shoulder' months. This proposal will enhance the tourism offer in the area where there is a demonstrable need; the links to other local tourism-related activities are clear.

Neighbouring Amenity

The small scale and low height of the proposed building will ensure that impacts on the amenity of neighbours will be minimised.

The building will be located alongside the site's southwest boundary. Only the hipped, tile-clad roof will rise above the boundary structure and will have an attractive, locally characteristic appearance. In being located on the northeast side of the neighbouring garden, it will not cause any significant degree of shading.

The arrangement of windows and door openings, as well as the building's low height, will prevent any issues of overlooking.

Boundary hedges will also be planted to enhance the site's attractiveness and enclosure from neighbouring properties.

The impacts on neighbouring properties will therefore be negligible.

Access

Access into the site will be obtained from Norman Road to its south. The design of the drive will be simply designed as a gravel surface with minimal edging strips separating it from adjacent lawn. The drive will therefore convey a rustic appearance that conforms with the character of Norman Road.

In being within a built up area of Hayling Island, close to the amenities of the seafront and Mengham village centre, the site is sustainably located.

The single storey building has been designed to be entirely accessible to those with mobility issues.