

Design, Access, Flood Risk And Sustainability Statement

For

Erection of a 18 No Mixed Studio, one, two, and three Bed flats in three buildings

At

188 - 190 Sea Front Hayling Island Hampshire PO11 9HR

Introduction

This Planning Statement is in support of an application to Havant Borough Council,

Reference should also be made to the drawings provided

Physical Context

Hayling Island is separated from the mainland by a narrow channel, traditionally know as Sweare Deep. It is accessible from Havant via a bridge at Langstone. Hayling Island is situated to the south of Havant. It lies between Chichester Harbour to the east and Langstone Harbour to the west. Historically, it could be accessed from Portsea Island by ferry, and following closure, this service has recently been reinstated.

Sea Front is a main road in the south of Hayling Island that runs east-west across almost the whole width of the island. As the name suggests, the coast is immediately to the south.

The properties along Seafront are mostly residential. There are also several recreational facilities relating to the nearby beaches. The houses are of a variety of styles and periods with detached houses, townhouses and blocks of flats along the seafront. The properties immediately to the west of the subject site are medium and larger dwellings both faced with white render, and to the East there is a medium sized brick detached property Further to the west there are mainly blocks of flats faced with render, brickwork and timber cladding.

The subject site is a currently two plots on the north side of Seafront. On both plots are empty 5 bed detached houses of no significant Architectural merit (see drawings provided A001 –A005)

Economic Context

The south coast of Hayling Island is primarily residential and fairly densely populated. It is a popular tourist destination during the summer, with a number of seasonal attractions along the seafront.

The nearest shopping district is approximately ten minutes walk away in West Town. The site is 5.5 miles from the centre of Havant, where there are:

- High Street Shops
- Supermarkets
- Primary and Secondary Schools
- Railway station (direct connections to London)
- Bus Stations to all major towns
- Public Houses / Restaurants
- Motor Garages
- Churches
- Industrial Estates

There is a good bus route from Hayling Island to Havant, with regular busses from the seafront.

Layout

The site in the ownership of the applicant is approximately 3400 m². The proposed houses will have total internal floor area of approximately 1274 m². The eastern of the two crossovers from Sea Front will be used for site access.

The Proposed design aims to reflect the street scene by creating two main buildings containing 11 and 5 flats together with an annex containing 2 studio apartments. The buildings are designed to follow the rhythm of the street scene and to give the buildings the appearance of individual houses rather than blocks of flats. As can be seen by the street scene views (see drawing A108 V4) the design follows the pattern of the distinctive buildings to the west of the development and reflects their layout creating a balanced rhythm to the street scene going from contemporary building to the West (number 202 in construction at present) to Seacourt house, to central building (number 192), to house based on the style and design of Seacourt House and finally to another contemporary design on the east side of the new site.

The retained mature trees, will be protected as recommended in the Arboricultural Report. The new building will go no closer than the foundation at the rear north western corner of the existing building closest to the TPO sycamore tree in addition the tarmac drive area around this tree will no longer be used for vehicles and will be replaced with garden area as shown on drawing A103 V4. In addition, new trees will be added as per the site plan (drawing A103V4) The trees added to the boundary with number 192 will be already mature evergreen trees to provide screening to the garden area of number 192. The existing second drive to the western boundary of the site will become garden area to reduce the impact of the development on number 192. The rear Boundary to the East of the site will have acoustic fencing to 1.8m (see product data sheet attached to the application) as shown on Drawing A103 V4. The other

boundaries are protected by walls or fences in good repair and will remain as existing. Reuse of the existing central crossover to the driveway is also proposed.

Design Principles

The aim of the design is to create a high quality development that continues to deliver a range of styles within the context of its surroundings that sit together in a balanced way and create a rich and attractive street scene view. The design aims to avoid the obvious appearance of flats and keep the buildings within the size and scale dictated by the buildings surroundings

Scale

The footprint of the development echo's the footprints of the existing buildings whilst utilising the additional space available to the front of the existing 190 building. The development has been reduced in size as requested by the planning officer at pre application enquiry stage to ensure that the rear of the larger building remains single storey with rooms in the roof to avoid a bulky mass to the rear of the site.

Landscaping

The site will be landscaped as shown on Drawing A103 V4 with additional information on type and size of individual plants and trees been provided at this point of the build program and conditioned with any planning approval should this be required

Appearance

Materials for the project will be as as follows:

The building to the West of the site will be of a traditional brick and rendered appearance with white render to all walls above 800mm and red brick below (to match Seacourt house. Windows will be white pvc and roof tiles will be concrete plain tiles again to match Seacourt House.

The building to the east of the site will be a combination of white render and grey render as per the images shown on drawing A104 V4 The window frames will be in Umbra Grey Aluminium (RAL7022) and the upright vertical posts to the front Elevation will be in Trespa Pura Royal Mahogany PU04

The roof will be finish with sarnafil (or similar) grey single ply roofing system

Railings are to be galvanised/ or marine chrome finish steel.

Access

It is the applicant's intention that where applicable, provisions are made in accordance with Approval Document M of the Building Regulations (current edition published January 2013).

Vehicle and pedestrian access to the site is from Sea Front.

As the proposed finished floor level is 150mm above ground level, a short 1:12 access ramp to the entrance doors is proposed.

There are 32 parking spaces with up to six capable of being for disabled drivers

Emergency access is fully available from the public highway.

A bin areas are proposed within 25 metres of Sea Front.

Flood Risk

The Environment Agency Flood Map indicates that the site is not at risk of flooding, however sensible flood risk precautions will be taken in construction of the building

Sustainability

This application will comply with current building control standards. The proposal will aims to obtain Level 4 in Energy and Water and Level 3 elsewhere.

Social Housing

The applicant would, if possible wish to make a payment to Havant Borough Council to contribute towards Social Housing in other parts of the borough and would welcome advise on what this fee would be should it be acceptable to the Council.

Solent Mitigation Policy

We are aware that this application requires a payment for the above and will make the payment in full once we are advised of the required sum by the Local Authority.

CIL

A completed CIL Form is included with the application showing the demolition of 712m² of existing buildings and the replacement with 1274m² of new buildings giving a total of 562m² of new buildings and thus an approximate CIL charge of just over £70,000 should planning be granted