

**54 BRACKLESHAM ROAD
HAYLING ISLAND
PO11 9SJ**

**PLANNING APPLICATION
DESIGN AND ACCESS STATEMENT**



**Nov 20222
Prepared by**



Arthurs Planning & Development

Contents

- 1 The Proposed Development**
- 2 The Site and Context Appraisal**
- 3 Planning Policy Context**
- 4 The Design Proposal**
- 5 Proposed Scheme Evaluation**
- 6 The Proposed Scheme Drawings**
- 7 Conclusion**

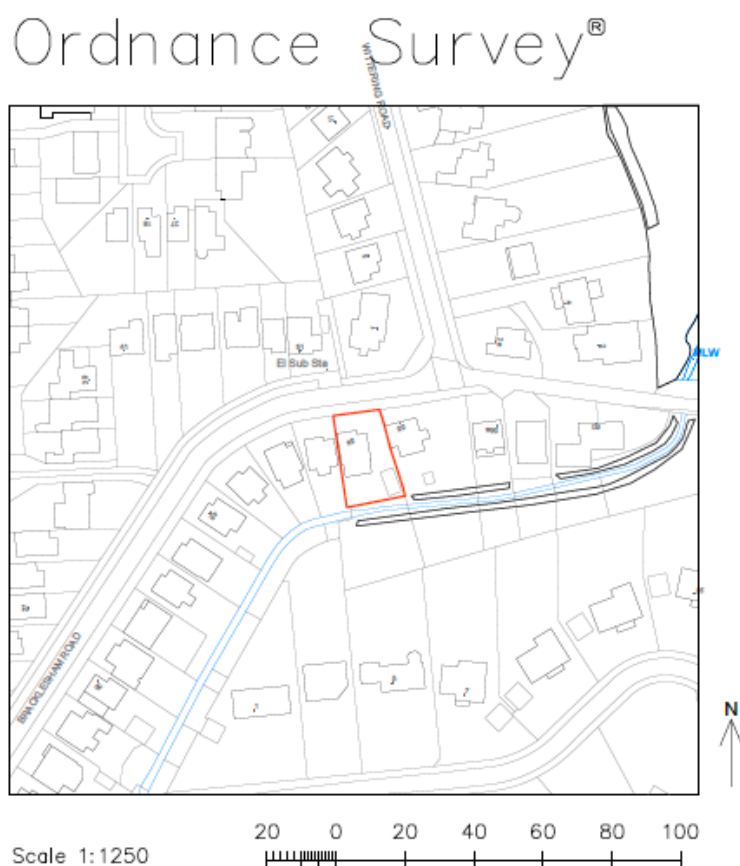
1. The Proposed Development

1.1 This document has been produced to summarise and explain the design development for the proposed residential development on land known as 54 Bracklesham Road, Hayling Island, referred to as the application site, and should be read in combination with the planning application forms, drawings and reports listed below.

- Site Location Plan at 1:1250 scale
- Planning Application Drawings
- Flood Risk Assessment

1.2 The application is submitted for the extension and renovation of the existing detached residential unit over three floors. The architectural form and mass of the remodeled house respects and responds in a positive manner to the design language in the adjoining area, is a more appropriate form and design response for the site and original Bauhaus inspired design while retaining the amenity enjoyed by the adjoining properties. The redesign of the house has been carefully considered to mitigate any potential flood risk, act to reduce water runoff.

1.3 Below is a 'not to scale' location plan of the application site with the proposed building footprint and adjoining properties.



- 1.4 Parking is provided through a mix of garaging and parking spaces on a gravel forecourt accessed off Bracklesham Road, a minimum of 3 car parking spaces will be retained on the site. Cycle storage will be possible within the garage.

2. The Site and Context Appraisal

- 2.1 The application site is known as 54 Bracklesham Road; the site is 13.5 m wide on the street frontage, 17.2m at rear and 27 m deep, the site area is 408 sqm. The existing house on the site is over three floors with a garage to the rear, the roof form is pitch with a gable to the front and a large balcony on the top floor facing the street. The property is white rendered on ground and first with wood cladding on the 2nd floor and concrete roof tiles. The building aesthetic is neither memorable or offensive. The pitched roof was added in the 1990s and adds a strong vertical emphases to the property.
- 2.2 The property to the east No.56, 56a and 56b of the application site have recently been developed, they are three storey properties with a modernist aesthetic and flat roof form that the proposed development will take reference from and respond to in a positive manner.
- 2.3 No. 56 Bracklesham Road was granted planning consent (App No.16/00122) in April 2016 for: 'Demolition of existing entrance and construction of 3 storey side extension to house new staircase. Installation of bi-fold doors to replace existing windows to first and second floor' onto balconies. The property has a garage on the ground west side adjoining the application property and side window to first floor..
- 2.4 No.56b Bracklesham Road, to the east of the application site, was granted consent in 2006 (App No. 05/52808/004), the three storey property is built in a modern style, with white render and a sloping roof form. Subsequent applications have permitted terracing, a balcony and pool to the property.
- 2.5 No. 56a, an infill development, was granted consent in Feb 2018 (APP/17/01179) and subsequent approval (APP/17/01179) and recently completed is for a three storey property built in a modern style with rendered walls and flat roof form.
- 2.6 No.50 and 52 to the west of the application property are of a similar scale and pitched roof form. No.52 has a brick ground floor, rendered first floor with recent front extension and clay hung tile upper floor, some side windows on the ground and first floor of No.52 face onto the application property. The property on the north side of the road is a flat roof form two-storey property.
- 2.7 Bracklesham Road is on the eastern side of Hayling Island and connects to Wittering Road and Sandy Point Road. It is an historic road that has been developed in the Post-War era with modern housing on quite compact linear sites that are suburban in character and form. The road is double width but unmarked, there are no footways but the volume of traffic allows safe walking and cycling, parking restrictions are in place. Bracklesham Road leads to the sea, the IRB Station and Hayling Island

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Existing housing is generally relatively modern in origin but varies significantly in its design and form, refer to photographs below. The properties to the north of Bracklesham Road are one/two storey, both detached and semi-detached, and detached bungalows and chalet bungalows are evident. The properties to the south of Bracklesham Road, where the application site is located, tend to be more substantial three storey detached properties where a more modernist, art deco, architectural language is evident. There is a wide mix of architectural styles and building materials in the immediate vicinity of the site. The photographs of properties in the area show a mix of red brick, white render and wood cladding, often mixed across floors to various effects.

Properties on the south side of Bracklesham Road and Wittering Road are set back from the road edge by 2-3 meters, they either have boundary walls or strong boundary planting, comprising both trees and hedging. Parking forecourts are evident on most properties; this is necessary as no on street parking is permitted. The informality of the townscape character of the properties to the east of Wittering Road contrasts with the more suburban character on Bracklesham Road.

The application property No.54 Bracklesham Road





Images of properties within close proximity to application site



Local examples where render and wood cladding is used in more recently constructed homes

3. Planning Policy Context

National Planning Policy - National Planning Policy Framework (NPPF) 2021

- 3.1 The NPPF lays down a presumption in favour of sustainable development. There are three dimensions to sustainable development in Para 8: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:
- a) **an economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
 - b) **a social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
 - c) **an environmental objective** – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 3.2 At the heart of the NPPF is a presumption in favour of sustainable development. Thus, the decision-making process is required to approve development proposals that accord with the Development Plan or, where the Development Plan is absent or otherwise out of date, planning permission should be granted unless any adverse impact of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies contained within the Framework as a whole.
- 3.3 Section 12 of the NPPF requires the 'creation of high quality, beautiful and sustainable buildings (Para 126). Para 130. States:
- "Planning policies and decisions should ensure that developments:
- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
 - b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;"
- 3.4 Section 14 of the NPPF sets out guidance on development that may be subject to flood related consideration, the accompanying online Planning Practice Guidance (PPG) on Flood Risk and Coastal Change provide tests and thresholds to protect property from flooding which all local planning authorities (LPAs) are expected to follow.

Relevant Policies from The Havant Borough Local Plan (Core Strategy) 2011

- 3.7 Policy CS12 Chichester Harbour Area of Outstanding Natural Beauty (AONB)
Development will be permitted where it:
- Carefully assesses the impact of individual proposals, and their cumulative effect, on the Chichester Harbour AONB, and its setting.
 - Is appropriate to the economic, social and environmental wellbeing of the area or is desirable for the understanding and enjoyment of the area.
 - Conserves and enhances the special qualities of the Chichester Harbour AONB (as defined in the Chichester Harbour AONB Management Plan).
 - Meets the policy aims of the Chichester Harbour AONB Management Plan and
 - Provides mitigation of any detrimental effects including where appropriate the improvement of existing damaged landscapes relating to the proposal.
- 3.9 Policy CS15 Flood and Coastal Erosion Risk. Development in areas at risk of flooding now and in the future as identified on the latest Environment Agency flood risk maps and Strategic Flood Risk Assessment climate change maps will only be permitted where:
1. It meets the sequential and exception test (where required) in relation to PPS25.
 2. The site is in a low hazard area as defined in the Strategic Flood Risk Assessment.
 3. A site-specific flood risk assessment demonstrates that the development will be safe, including the access, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.
 4. The scheme incorporates flood protection; flood resilience and resistance measures appropriate to the character and biodiversity of the area and the specific requirements of the site.
 5. Appropriate flood warning and evacuation plans are in place.
 6. New site drainage systems are designed taking account of events which exceed the normal design standard.
 7. It meets the sequential and exception test (where required) in relation to PPS25.

All development will be required to ensure that there is no net increase in surface water run-off. 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.

The council will work with partners to implement the Coastal Policy Zones in the North Solent Shoreline Management Plan to ensure that development avoids areas at risk from coastal erosion and coastal flooding and that areas required to offset coastal squeeze and prevent habitat fragmentation, to allow species to adapt to climate change, are identified and protected from development.

- 3.10 Policy CS16 High Quality Design. All new development should demonstrate that its

design:

- responds to local context, including integrating with existing landscape features, promotes bio-diversity, exhibits an appropriate design, integrates with transport links in the local area and respects the amenities of neighbouring properties;
- produces a positive relationship between buildings, street and spaces, both existing and proposed;
- contributes to the public realm close to the development;
- is inclusive in considering the needs of people with disabilities;
- mitigates negative environmental impacts through sustainable design and construction methods;
- adapts to the changing needs of the users and the change in climate over the lifespan of the building.

3.11 The **Borough Design Guide SPD (2011)** supplements Policy CS16 of the Havant Borough Core Strategy and aims to raise the standard of design across the borough. It sets out the council's design expectations with regard to new development and defines the distinctive character and qualities of the borough that should be respectfully improved and enhanced through development. Section 5 sets out general guidance on extensions and modifications to residential properties that the proposed development will seek to comply with.

4. The Design Proposal

4.1 The applicant is an Architect with some 30 years' industry experience and is well regarded for the quality and execution of his designs in both residential and commercial buildings. He has recently designed a number of new and remodeled houses on Hayling Island and they have added quality development of distinction to the local environment. He has approached the design in a holistic way to make the property adapt and respond to the site and surroundings yet be a strong and appropriate piece of architecture in its own right.

Site Layout

4.2 The application site is rectangle in form, the site is 13.5 m wide on the street frontage, 17.2m at rear and 27 m deep, the site area is 408 sqm. This is typical of the more urban site layouts in the adjoining streets. The dwelling on the site and those on the adjoining sites responds to this with narrow, taller properties more typical of town settings with car parking forecourts behind timber or more solid enclosures. The orientation of the garden runs north-south on the long axis, the dwelling is orientated to take advantage of natural light and to minimise impacts on the adjoining properties.

4.3 The application site is known as 54 Bracklesham Road;. The existing house on the

site is over three floors with a garage to the rear, the later, added roof form is pitch with a gable to the front and a large balcony on the top floor facing the street. The property is white rendered on ground and first with composite wood cladding on the 2nd floor and concrete roof tiles. The building aesthetic is neither memorable or offensive.

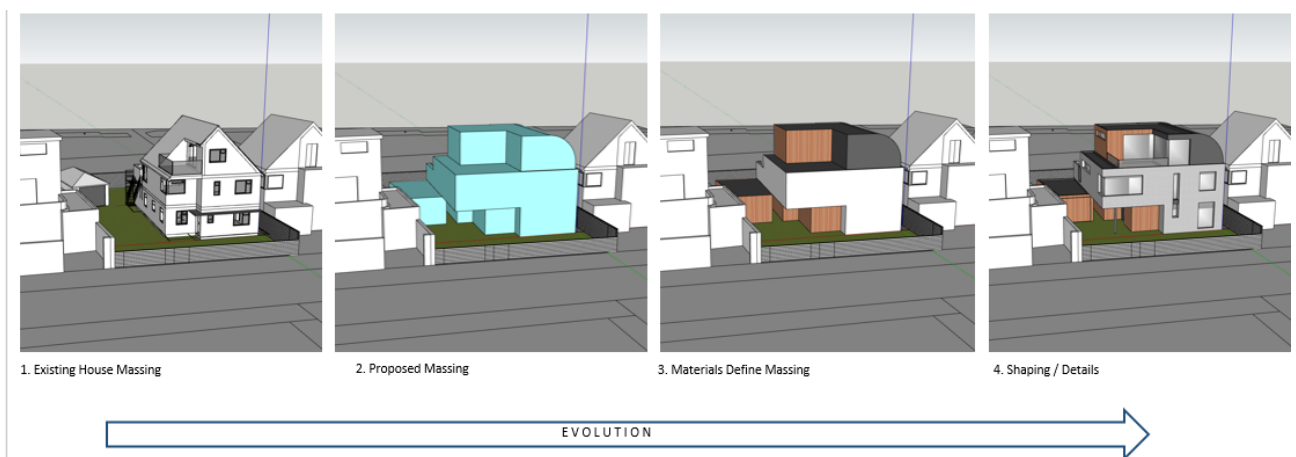
Access Site/Parking

- 4.3 Access to the site is off Bracklesham Road, note this is a private road at this part of the road. Car parking is provided on site in the form of a garage on the ground floor to the rear of the site and forecourt parking. On street parking is prohibited, adequate parking on site for up to three car parking spaces will be provided. The single-storey garage on the site is to be demolished and a new one constructed that is pulled forward towards the street, it is now located on the blank garage façade adjacent to the neighbouring No.56. The location of the new grage has been discussed with the adjoining property who support this as it is less intrusive adjacent to the rear wall of their garden.

Levels & Habitable Space

- 4.4 The site is relatively level on Bracklesham Road and falls away to the drainage channel, this will not be impacted by the proposed scheme. The existing house will only be extended by approximately 1.45x5.8m on the rear south-east corner, to allow for internal alterations to the ground floor bedroom. The proposed ridge level is 11.2, this compares with 12.20 of the existing ridge height.

Elevation Sketch – showing design evolution



Scale and Appearance

- 4.5 The footprint of the retained dwelling will be increased by 7sqm on the ground floor with additional extensions on the first and second floor within the roof space. The

main extension is to the side elevation of the first floor at 2.6m, this still allows for a sizeable gap to the eastern boundary of some 2.65m and a distance between the principle side elevation of No.56 of some 5.2m. This compares with 1.9m between the side elevation with No.52.

- 4.6 The proposed building height is 8.6m above the existing measured ground level, the existing building height is 9.6M. The roof form has been altered from a gable pitch that elongates the faced to a more elegant flat roof form with a rounded form on the western side to ensure No.52 does not have any loss of amenity. The more contemporary form and scale is more in keeping with the properties to the immediate east of the existing dwelling.

Areas 54 Bracklesham Road

m2	Existing	Proposed	Change
Site	402	402	0
Garage	23	30	7
Ground Floor	86	93	7
First Floor	59	86	27
Second Floor	45	64	19
Total GIA House	190	243	53
GIA Including Garage	213	273	60
Remaining Free site area	293	279	-14

Sustainability

- 4.7 A fabric first approach has been adopted to ensure the building meets and exceeds current Building Regulation standards, this includes the proposed external insulation system with render to fully insulate the property. The new windows on the dwelling will be high performance aluminium frames, an improvement on the current UPVC windows that replaced the original crittal glazed windows. The lighting will be energy efficient LED and the energy efficient appliances will be installed.
- 4.8 Photovoltaic panels will be located on the new flat roof of the dwelling that will generate 4.5kw of renewable energy on site that will be linked to battery storage The electricity generated will run the heat pump, DHW and underfloor heating that will be installed. The PV's will not be visible from the road. The proposed measures his will greatly increase the energy efficiency of the dwelling, and heating will be from renewable sources – it is oil fired heating at present.
- 4.9 A log burner will be installed that utilises locally sourced sustainable wood, under floor heating will be provided as a back-up heat source. The property will be

naturally ventilated and cooled, the orientation of the main windows and doors will assist with heating and cooling the building. Local trades people and, where possible, locally sourced materials will be used in the construction of the building.

5 Proposed Scheme Evaluation

5.1 Having regard to the relevant policies of the development plan it is considered that the proposed development responds in a positive manner to the main planning policy considerations namely:

- Principle of development
- Appropriateness of design
- Effect on neighbouring properties
- Flood issues

(i) Principle of development

5.2 The application dwelling is located within the defined urban area; therefore, development is considered acceptable in principle in accordance with CS17 of the HBLP (Core Strategy) subject to development control criteria. The ground floor side extension is permitted development. The first and second floor extensions and roof alteration require planning permission, the modifications are appropriate given the site and the adjoining properties.

(ii) Appropriateness of design

5.3 The proposal is for the remodeling of a three-floor dwelling with side extension to ground, first and second floors and reconfiguration of the roof form. The property will remain a four-bedroom detached house with off street parking, landscaped garden with balconies on first and second floor but with a more lateral as opposed to vertical form that sits more appropriately on the building plot. The setting of the new house is appropriate in terms of the scale of the site and to adjoining properties, it follows the building line of No.52 and height of 56 and provides adequate off-street parking in the garage and forecourt area for at least 3 cars.

5.4 The original Art Deco/Bauhaus design which has been lost through more modern additions namely the roof. The new roof form replaces this inappropriate pitched shape with a more sympathetic and appropriate design working with the original scale, massing and art deco language.

5.5 The architecture of the property is modern and reflects the form and building materials used in more recently constructed properties in the immediate vicinity. The more lateral form of the building created by the side extension to the east and new roof design is more in keeping with the properties to the east and emerging modern design aesthetic. The metal cladding and roof material adds to the clean modern design aesthetic and detailing of the remodeled dwelling. The wood cladding adds a softer more naturalistic pallet that blends with its coastal context and adds to the

townscape quality. The development meets the requirements of policy CS16 of the HBLP (Core Strategy), there is positive impact on the existing streetscene and the visual amenity of the locality.

- 5.6 As part of the proposed development the applicant will implement a sensitive landscape scheme to include indigenous plant species and porous gravel surfaces, this will enhance the character of the site and wider area and provide ecological benefit over the existing situation.

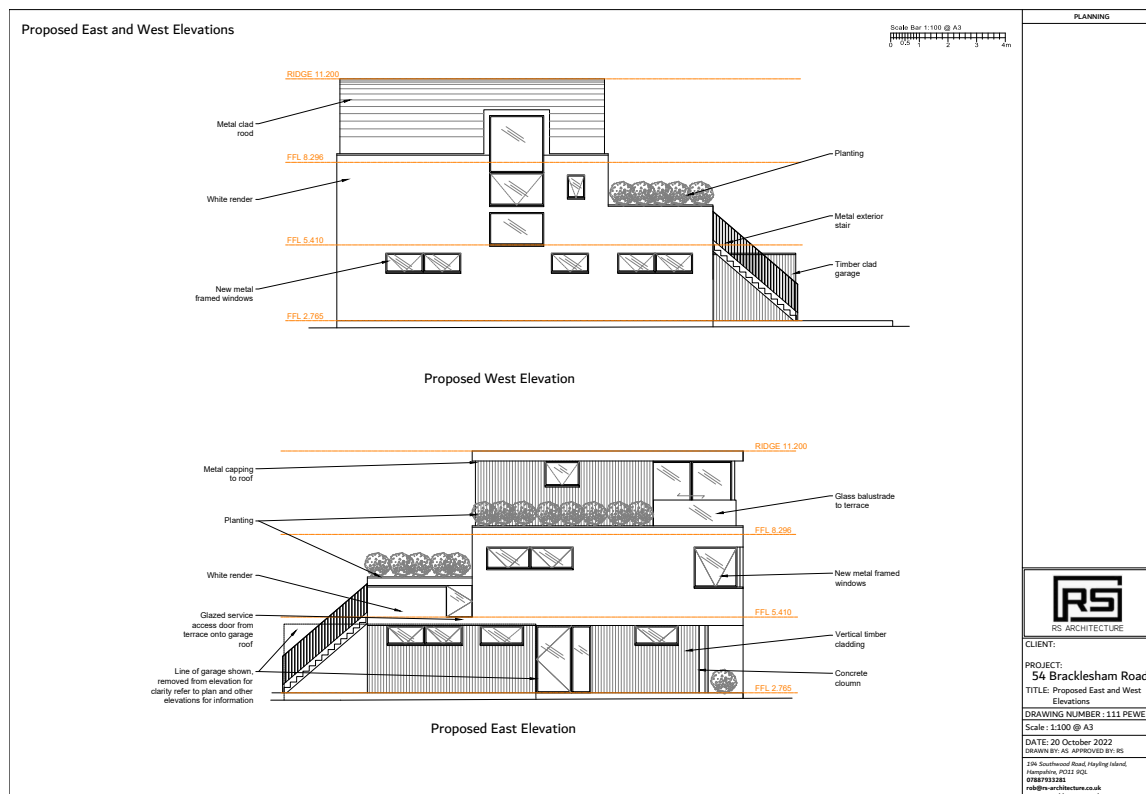
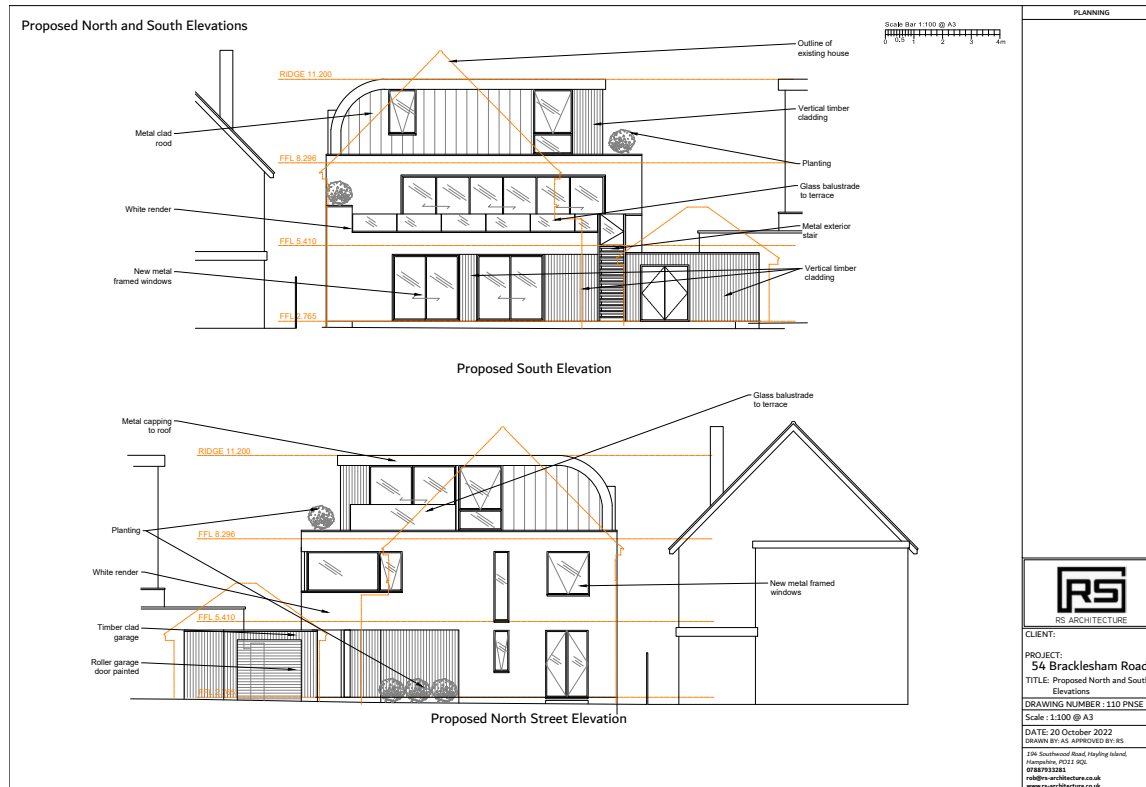
(iii) Effect on neighbouring properties

- 5.7 The proposed remodelled and extended dwelling will be visible from the neighbouring properties. The western property boundary will remain as at present and will be approximately 2 meters from the boundary wall of 52 Bracklesham Road. There are secondary windows in the side elevation of 52 on ground and first floor, the windows on the ground are to a bathroom and bedroom and on the first floor a bedroom and lounge. The proposed development will have no material impact on daylight/sunlight and privacy of 52 as there are side windows on the existing elevation of the application dwelling and the building line will not move.
- 5.8 The side extension will move the elevation of the application dwelling some 2.6m to the east, No. 56 Bracklesham Road has one number of window on the west elevation facing the application site to the south in what is thought to be the living room. The garage wall abuts the application property and has an obscured window. The application dwelling has windows on the side east-elevation at present. The new east elevation will have some windows, however, no unacceptable loss of daylight or loss of privacy will result from the proposed development; the primary windows are on the north and south elevations that will not be impacted. The replacement garage has been moved 500mm away from the boundary wall.
- 5.9 The properties in Seafarers Walk to the rear of the application property are in excess of 60 meters from the rear elevation of the application property, no additional overlooking will occur.
- 5.10 It is therefore considered that in the context of the built-up environment the proposal would not lead to any unacceptable loss of light, overlooking, or appear overbearing on the properties immediately adjacent to, opposite or to the rear of the application site, meeting the requirements of Policy CS16 of the HBLP (Core Strategy).

(iv) Flood issues

- 5.11 The proposal site is located within Flood Zone 3 (High Risk; >0.5% chance of annual tidal flooding) and is considered to be a 'More Vulnerable' development. A Phase 1 Flood Risk Assessment (FRA) has been prepared by Ambiental and is submitted as part of the application. The report follows the guidelines contained within the NPPF and concludes that the "proposed extension to the existing property is considered acceptable.

6 – The Proposed Scheme Drawings







7 Conclusion

- 7.1 The proposed building remodeling and extension provides a more flexible and suitable home for the applicant and an exciting and well considered residential building form that is both an elegant architectural statement and a building that blends with its natural and built context. It repairs the late 20th century roof extension which is totally inappropriate for the art deco / Bauhaus language of the original house. The development is comfortably spaced, fully respects the amenities of neighbouring properties to the side and rear. The building footprint is more central to the plot and the ridge height has been lowered to match that of No 56b and has a more modern profile.
- 7.2 The scale, siting and design of the proposal is considered to be acceptable and in keeping with the planning policy guidance. The footprint of the property and building line than matched the adjoining ones and fits comfortably within its site context and reflects the spacing and rhythm of the street scene and adds positively to the townscape context.
- 7.3 The applicant will implement a sensitive landscape scheme to include indigenous plant species that are found in the coastal area and more naturalistic hard surfaces such as shingle paths; this will enhance the character of the site and wider area and provide ecological benefit over the existing baseline position.
- 7.4 A Phase 1 Flood Risk Assessment (FRA) has been prepared by Ambiental and is submitted as part of the application. The report follows the guidelines contained within the NPPF and concludes that the “proposed development type is considered to be suitable’.
- 7.5 The NPPF sets out a clear presumption in favour of development that can be considered sustainable and appropriate to its context. The existing dwelling is in a built-up area where the planning policy framework both supports appropriate forms of development to enhance the housing stock. The planning balance of the proposed development clearly points to the approval of the application, the applicant is committed to building a property of quality, that is adaptable and will help embed him in the local community for some time to come.