

Design and Access Statement

Proposed 3 Bed rear bungalow at 15 West Haye Road Hayling Island

Site Description

West Haye Road runs between Creek Road and East Stoke Avenue on the east side of Hayling Island. This is an area that historically has been much associated with leisure and holiday uses. There are large caravan parks, Sparkes Marina and the national sailing centre at Hayling Island Sailing Club close by.

West Haye road is an adopted highway with paths to both sides. It is residential with a small amount of through traffic. West Haye Road is within walking distance of local amenities where there are Bus Connections, Mengham is a 20 minute walk where there are Public Houses, Motor Garage, Schools, Church, Local shops, Health Centre and a Dentist.

To the north east is Chichester Harbour. The harbour is tidal with exposed mud flats at low tide. There is a gradual improvement to the housing stock in the area as the early chalets and package timber bungalows are replaced by more conventional houses and bungalows of permanent construction.

The site is currently occupied by a single building separated into two flats; a ground floor 3 bedroom flat and a 2 bedroom first floor flat. The building has recently been renovated improving the street scene.

The plot is approximately 29 metres wide and 30.7 metres deep. The site is currently all garden. The proposed driveway is 35 meters in length to the parking and turning area. Site area: 0.096 hectare.

Proposal

The proposal is to create a rear plot for a three bed-roomed bungalow. The design includes to provide full wheelchair accessible living. A detached garage is proposed with adequate turning and parking.

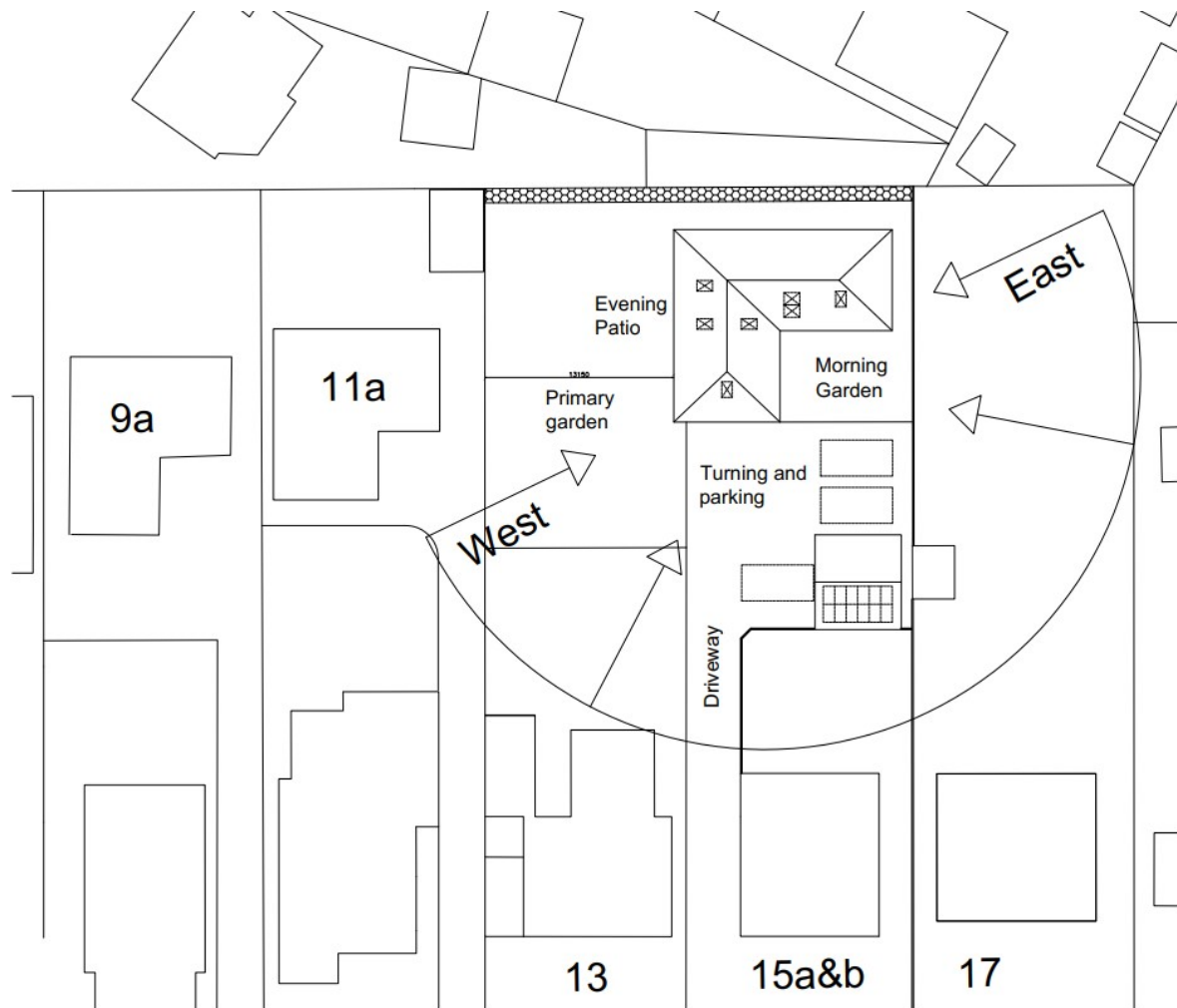
The proposed dwelling will be traditional brick buildings with brick plinth and window details with grey slate effect roofs and grey windows as per several already done in this style within the street scene.

Site

The proposed positioning of the dwelling on the site has been informed by; driveway/access location (central from the south), sun light trajectory (maximising the greatest amount of natural sunlight from the south) and, proximity/location of neighbouring buildings and gardens (reducing/minimising impact upon neighbours ensuring no overlooking).

The pattern of development to the rear of those dwellings forming the street scene is less important, development at the rear does not distort the street scene. The street scene is maintained.

The hierarchy and subservient nature of back land development is maintained.



Those at 9 and 11 West Haye Road are positioned tight to the East and West boundaries of their site.

These proposals provide a larger spacing to the North boundary of 3 meters with a 1.8m hedgerow which will help limit and minimise any impact upon neighbours.

Design

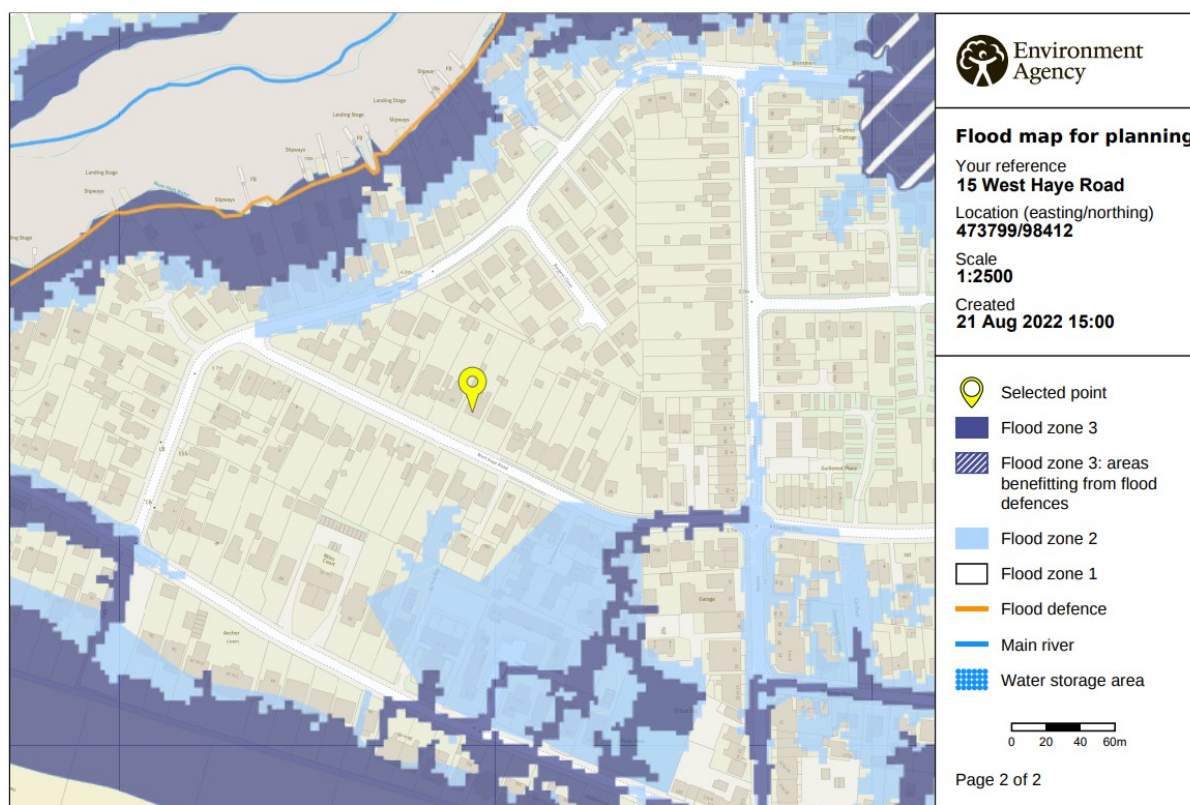
The dwellings design has been partially informed from the recent pattern of recently approved rear bungalows. General size and shape has been kept uniform by utilising an L shaped building, with a bungalow aesthetic.

The height is approximately the same as those already approved. The roof design has been kept hipped and pitched to minimise any overbearing mass or bulk of the dwelling.

The next door proposals provide slightly smaller sites and therefore the dwellings represent a smaller footprint. The proposed dwelling represents a proportionate dwelling to the size of the site.

Moreover the proposals better facilitate disabled or end of life housing, adequate space to navigate in wheel chair whilst offering guest accommodation for family or live in care.

Flood Risk



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The site, as depicted in the latest Environment Agency mapping, is shown to lie in Flood Zone 1. Nearby planning applications have raised concerns regarding Flood Risk however these are closely situated to Flood Zone 2, a multi-unit developments and are over the 1ha site stipulation under footnote 55 of the NPPF.

Due to the nature of the proposals - a minor development of a single dwelling house and site size - not more than 1ha, it is not deemed necessary to provide a full risk assessment.

In the interests of Havant Borough Councils Strategic Flood Risk Assessment the following points outline relevant factors that the proposals meet:

- a) within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location;*
- The site is almost completely flat with little to no topographical variation therefore no overriding reasons would offer a reduced risk of flooding
- b) the development is appropriately flood resistant and resilient such that, in the event of a flood, it could be quickly brought back into use without significant refurbishment;*
- Proposals incorporate raised services throughout, this is also to facilitate disability requirements for the intended users; achieved by raising sockets to a greater height, placing any hot water cylinder or electrical equipment on plinths or fixed to the wall if on the ground floor.

c) it incorporates sustainable drainage systems, unless there is clear evidence that this would be inappropriate;

- SUDS is not appropriate for this site.

d) any residual risk can be safely managed; and

- Residents to keep them up to date with reliable flood hazard data and opting in to local flood warning

e) safe access and escape routes are included where appropriate, as part of an agreed emergency plan.

- Safe refuge is provided at first floor.

Conclusion

It should be noted that two very similar proposals have been approved next door. One which has been built (9 West Haye Road), the second (11 West Haye Road) has commenced following the demolition and creating of the access driveway.

We therefore believe a precedent has been set for this back land development and would seek council support for the application.