

Erection of 1 no. 2 bedroom bungalow to the rear with access onto Rails Lane

PLANNING STATEMENT



45 and 47 Rails Lane,
Hayling Island
Hampshire
PO11 9LH

Issue date: 03-03-2021 Rev B

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PLANNING STATEMENT

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PLANNING STATEMENT

1.0 INTRODUCTION

This statement has been produced to accompany a planning application for the construction of a new single storey dwelling to the rear of 45 and 47 Rails Lane, on Hayling Island. This site can be accessed off of Rails Lane via an existing crossing.

The statement demonstrates that the proposed works comply with all adopted policies and guidance. The proposals will create a single storey dwelling for the older generation in retirement in the Borough of Havant. There will be no impact on neighbouring amenity.

For the avoidance of doubt this statement also addresses the requirements of a design and access statement.

2.0 THE SITE AND SURROUNDING AREA

The site is on Rails Lane, in the area known as Eastoke (and on the edge of Mengham) which is less than a mile from the sandy beaches and local shops. Rails Lane was documented on maps as early as 1867 but the houses on this street started to be constructed c 1932 where the east side of the street was fully developed as was the west side of Rails Lane with the three sets of semi detached houses we see today.



Rails Lane is a Class C road

The site is to the West boundary within the grounds of houses 45 and 47. Rails Lane is varied in character but predominantly comprises of bungalows and semi detached 2 storey houses.

This area is serviced with public transport of regular busses where their route is to the local shops and also off of the island and to the central bus station of Havant. Bus Services on Hayling Island are run by Stagecoach UK Bus, part of the Stagecoach group. There are two services on the Island, the 30 and the 31. Both tour the major routes of the Island and then circle back to Havant bus station.

The garden to no. 45 approximately 40m long and No. 47 marginally shorter at approximately 32m long and both boarder onto the recreational ground of Mengham Park.

45 & 47 Rails Lane Hayling Island PO11 9LH
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2.1 SITE PHOTOGRAPHS



2 Harold Road single storey extension



Rear elevation of 45 and
Side access to proposed
Site.

19/11/2021



Existing sheds to be removed

- Application boundary
- Existing Fence
between 45 &
47
- Proposed site



Erection of 1 no. 2 bedroom bungalow to
the rear with access onto Rails Lane

47 Rails lane's back garden allocated section for
proposals.

PLANNING STATEMENT

2.2 SITE CONSTRAINTS

TPO - Individual Trees - No results found nearby

TPO Areas - No results found nearby

Listed Buildings - Building is not listed.

Sites of Special Scientific Interest - This property is not in a site of special scientific interest.

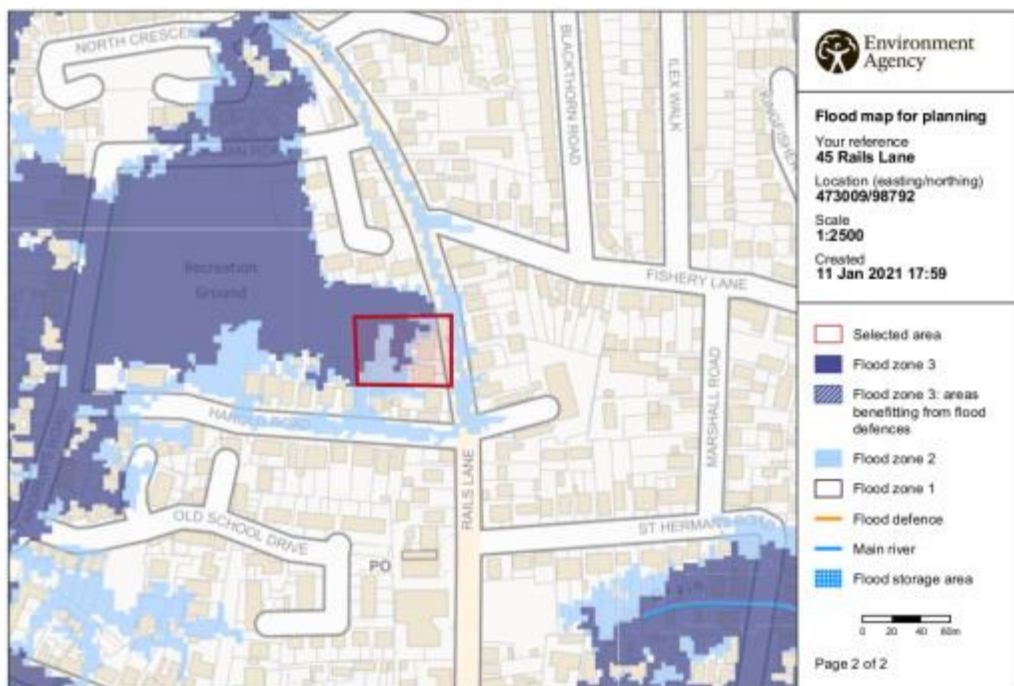
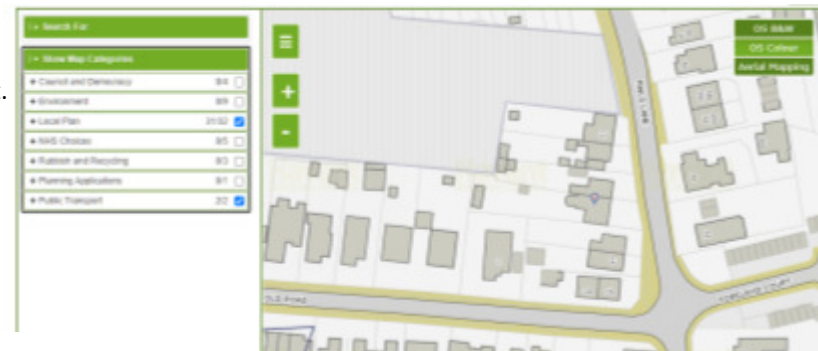
Site of Important Nature Conservation

This property is not in a site of important nature conservation.

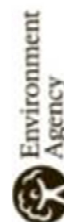
HBC Coast 5600m Buffer - This property is within 5600m of HBC coastline boundary

Conservation Areas - This property is not in a conservation area

Flood Risk Area – Flood zone mainly 2 and a small section of zone 3 – please see Appendix A for report



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Flood map for planning

Your reference
45 Rails Lane
Location (easting/northing)
473009/98792
Created
11 Jan 2021 17:59

Your selected location is in flood zone 3, an area with a high probability of flooding.

This means:

- you must complete a flood risk assessment for development in this area
- you should follow the Environment Agency's standing advice for carrying out a flood risk assessment (see www.gov.uk/guidance/flood-risk-assessment-standing-advice)

Notes

The flood map for planning shows river and sea flooding data only. It doesn't include other sources of flooding. It is for use in development planning and flood risk assessments.

This information relates to the selected location and is not specific to any property within it. The map is updated regularly and is correct at the time of printing.

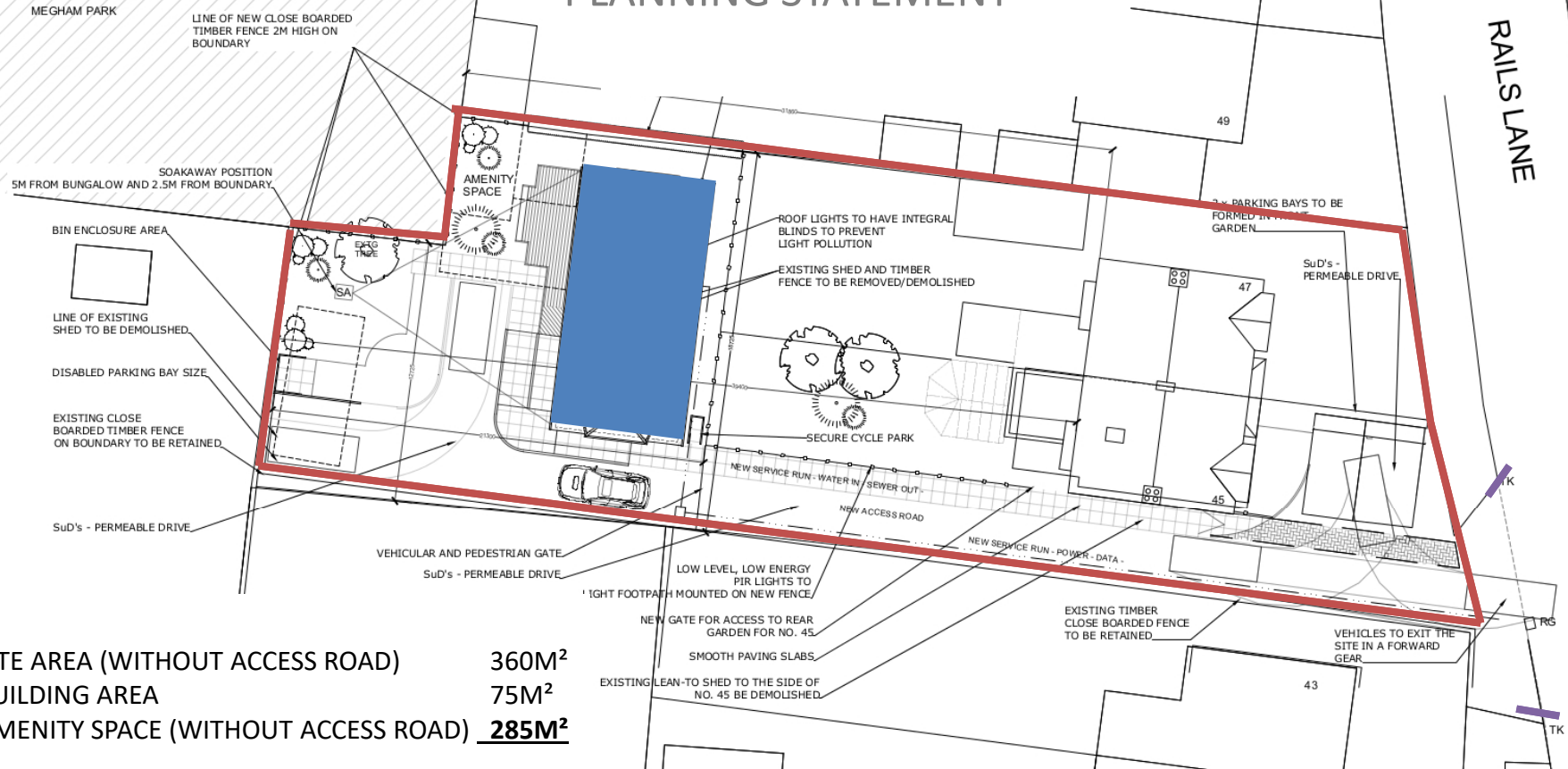
The Open Government Licence sets out the terms and conditions for using government data. <https://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/>

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PLANNING STATEMENT

2.3

SITE PLAN



SITE AREA (WITHOUT ACCESS ROAD) 360M²
 BUILDING AREA 75M²
 AMENITY SPACE (WITHOUT ACCESS ROAD) 285M²

PROPOSED SITE PLAN

Scale 1:200
 0 5000 10000 15000 20000



KEY

TK	TRANSITION KERB
RG	ROAD GULLY
SA	SOAKAWAY

Ref.	Description	Date
A	PROPOSED PLANNING APPLICATION DRAWINGS FOR A REDUCED SIZE PAVED DWELLING	21-10-2021

19/11/2021

Hazel Butler Architects

CODE	STATUS	SUITABILITY DESCRIPTION	PURPOSE OF ISSUE

Hazel Butler DIARCH ARB
 24 Nightingale Close
 Rowlands Castle
 T:023 92413680

PROJECT 45 RAILS LANE, HAYLING ISLAND
 Erection of 1 no. 2 bedroom bungalow to the rear with access onto Rails Lane

SHEET PROPOSED SITE PLAN

CLIENT MR B SYMONDS			
Date	14-01-2021	Project number	09-20
Drawn by	HB	DRAWING NUMBER	08-20-DR-A-101
Checked by		REV	A

Erection of 1 no. 2 bedroom bungalow to the rear with access onto Rails Lane

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3.0 THE PROPOSAL

This proposal is for the amalgamation of 2 plots (owned within the family) to create 1 new single storey detached dwelling. The bungalow is for the use of Mr and Mrs Symmonds in retirement. Mr Symmonds was diagnosed with Parkinsons and his wife is his carer and they wish to live in a smaller house on one level.

This small two bedroom bungalow has been designed to have a distinctive character but still to reflect the surrounding building features. Access onto the site from the main road and on the plot itself has been designed with an ease of movement within the car and on foot. It is understood that separate utilities are required which can be 'run' down the new access road at approved distances from each other. It has the appropriate level of enclosure seen from Rails Lane where 5 bar gate announces the entrance to the property and the landscaping has been considered, the mature conifer tree will be retained and new landscaping added to bed in the new building.

The use of robust materials (shown on page 9) has been influenced by future maintenance, possible water ingress and the south coast location.

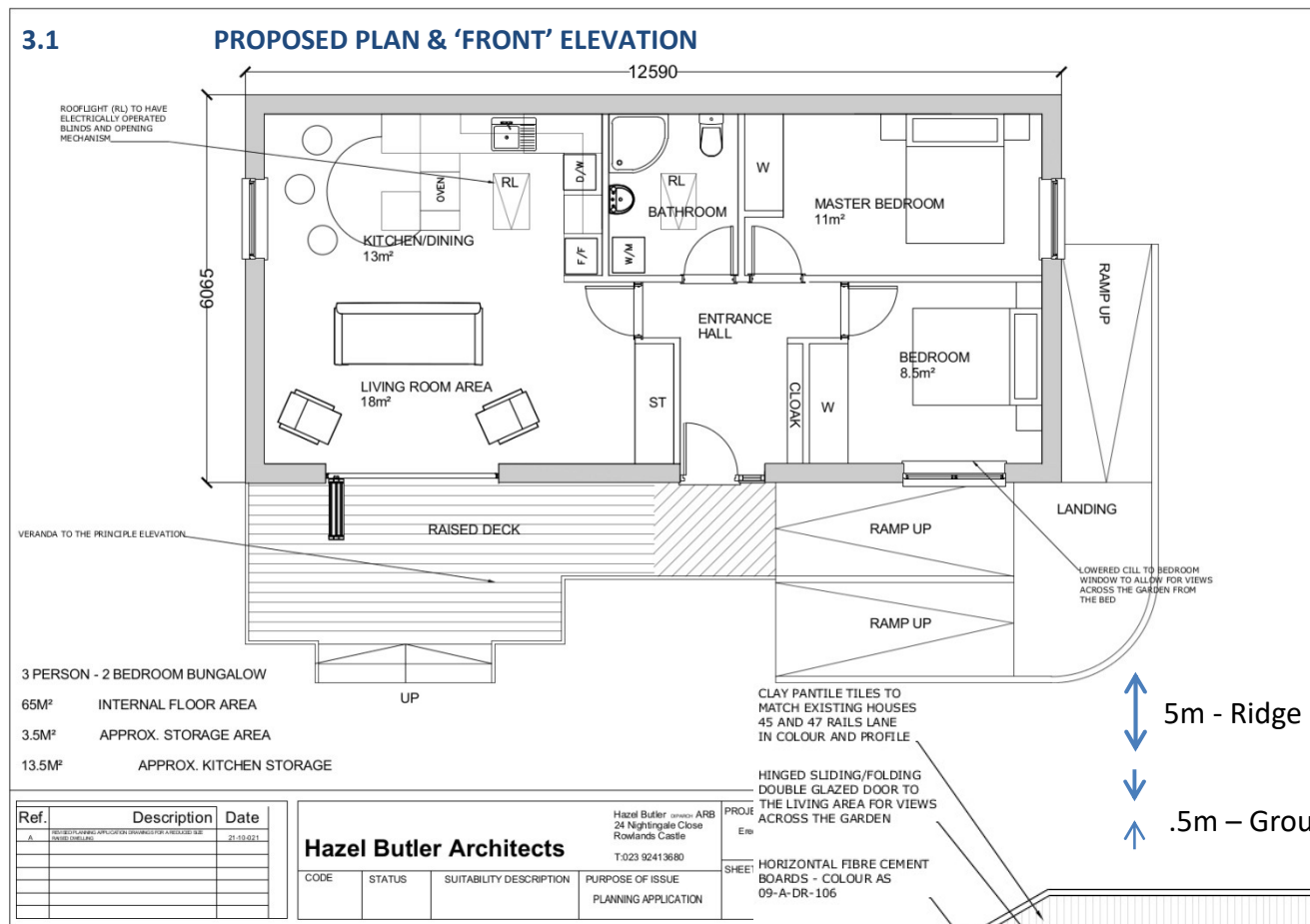
The focus and attention to detail of the exterior design has given this bungalow a character which a lot of modern homes lack. The landscape has been designed for ease of movement from vehicles to the front door (which is raised) and the views from rooms overlooking the garden. This considered design continues internally allowing this home to be adapted over time to suit the needs of the client and future owners. There are areas where equipment can be stored, the ceilings will be strengthened for the use of hoists and an area for recharging mobility scooters has been designed. The layout includes the smaller details of; the width of corridors and doors to allow for ease of movement around the home.

The site has 2 parking areas and area for refuse and cycle store. The bins will be collected on the main highway so a paved path runs along the drive way to allow the bins to be 'wheeled out'. The elevation to the East, which is facing the house No. 45 and 47, has been purposely left without windows but instead have glazed, mechanically operated, roof lights and integral blinds, to let in natural daylight and ventilation – this is to prevent overlooking.

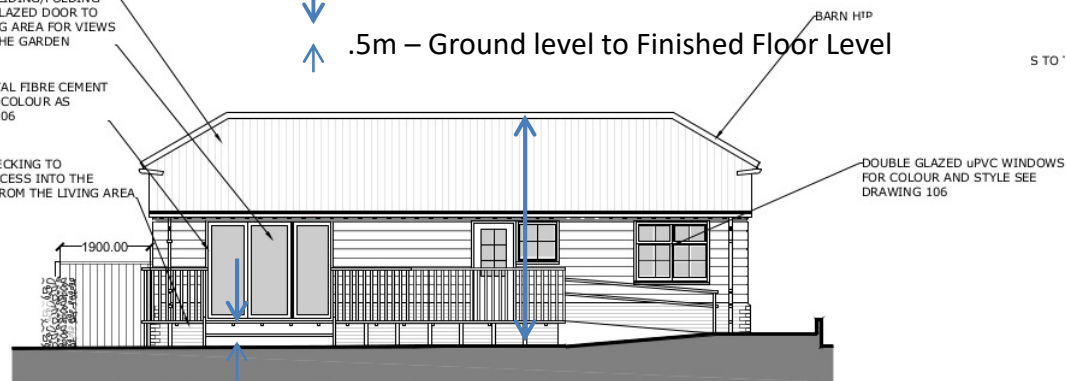
The bungalow has been designed to National described Space Standards, HCC Guide to Designing Extra Care Housing, Ministry of Housing, Communities & Local Government Guidance for Housing for older and disabled people.

PLANNING STATEMENT

Key planning issues.



- Plot size and private amenity space
For amenity space see 2.3
- Scale and Massing
In keeping with the area
- Allocation for Parking
1bed= 1 space
2/3bed= 2 spaces
4+ beds – 3 spaces
- In flood zone 2 and a small section of zone 3
Raised finished floor level
walls and floor to be tanked
See Appendix A
- Back garden development
See 6.2.3



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PLANNING STATEMENT

3.2 MATERIALS



TILES, MAIN SLOPES,
RIDGE AND HIP



U-PVC DOUBLE GLAZED
SASH STYLE WINDOWS



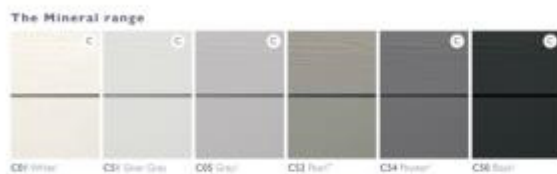
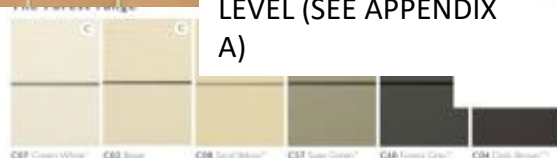
BRICKWORK

BUFF ENGINEERING
BRICKS TO PLINTH
LEVEL (SEE APPENDIX
A)



MACHINE MADE BRICK WITH AN
APPEARANCE OF A RECLAIMED
TRADITIONAL BRICK - TUMBLED
DISTRESSED FACE. HOSKINS
OLD FARMHOUSE BLEND OR
SIMILAR

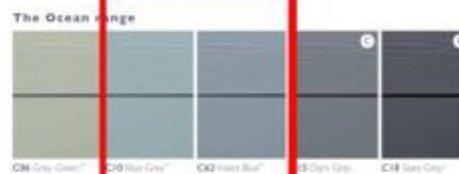
GALVANISED RAINWATER
GOODS



Cedral Clay can be supplied in a range of 37 factory applied colours and 2 woodgrain finishes providing an extensive option to suit most project requirements.
Cedral Click and Cedral Click Smooth finishes can be supplied in a range of 7 factory applied colours.
Other colours within the range, bespoke colours and Cedral Click Smooth are subject to minimum order quantities and extended lead times.

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CLADDING



Cedral Board
Cedral Board is an impact resistant, durable and fast board, ideal for walls and fences.
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+ Cedral Click and Cedral Click Smooth finishes are available in a range of 7 factory applied colours.
+ New colours on Cedral Click or Cedral Click Smooth.



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4.0 PRECEDENT STUDY

56 Rails Lane Planning Permission granted May 2007 on appeal.

Back garden development for the addition of a 2 bedroom bungalow with original access off of the highway.

06/71262/000

Appeal reference: APP/X1735/A/06/2014281

5.0 PLANNING HISTORY

Havant Borough Council

Pre-application general advice, June 2004 with Development and Control Officer Mrs T Pickup.

and

Planning application for no. 45 Rails Lane, the details of those relevant are detailed below:

Reference	10/51627/000
Alternative Reference	PP-00937517
Application Received	Tue 12 Jan 2010
Application Validated	Fri 22 Jan 2010
Address	45 Rails Lane, Hayling Island, PO11 9LH
Proposal	Erection of 1No. 1 bed detached bungalow to rear.
Status	Appeal decided
Decision	Refuse perm/consent / refuse lawfulness
Decision Issued Date	Fri 19 Mar 2010
Appeal Decision	Dismissed

The previous planning application was for a new dwelling at the end of the garden of No. 45 only.

The cramped site was a major concern and we believe that the proposed larger plot size of using both houses (45 & 47) increases the amenity space and area for vehicles.

The impact of the development upon the living conditions of nearby residents. Items 9 to 11 of the report stated that if a suitable screen (over 1.8m high fence) to the boundary then there would not have an unacceptable impact upon the residents.

PLANNING STATEMENT

6.0 PLANNING CONSIDERATIONS

6.1 NATIONAL POLICY

The National Planning Policy Framework (NPPF, March 2012) sets out the presumption in favour of sustainable development at para. 14. It states that: “For decision-taking this means: [] approving development proposals that accord with the development plan without delay; and [] where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless: o any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or o specific policies in this Framework indicate development should be restricted.” 5.2 Para. 49 confirms that “housing applications should be considered in the context of the presumption in favour of sustainable development.” 5.3 The proposal accords with both the London Plan and RBKC Core Strategy, as demonstrated below. It is therefore sustainable development and should be approved.

6.2 HAVANT BOROUGH CORE STRATEGIES AND HAVANT LOCAL PLAN OUR RESPONSE AS DESIGNERS AND PROSPECTIVE OCCUPANTS TO THE RELEVANT POLICIES.

The site is within AL2 – Urban Area boundaries of Underdevelopment Gaps between development Allocations Plan. Small scale house developer and meets the needs of the local public.

6.2.0 Vision and Delivery strategy in general

Regeneration of the Eastoke area of Hayling island

- DR2 The council supports the development and intensification of brownfield sites to provide as much of the Borough’s development needs as possible. Lack of investment in renewal has resulted in the deterioration of the urban form – which can be seen on Hayling island seafront (Key Project3) Havant are investing in commercial and local economy – Eastoke corner – Leisure and retail uses, including a play space, performance space and recreation facilities including a large unsurfaced area which is used for car parking.

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6.2.1 Infrastructure

- CS8/IN3 Transport and parking

Sustainable modes of transport – buses, walking distance from local shops and the beach

Low carbon transport by 2040 - Electrical charging power point for electric car and mobility transport. Cycle storage.

Site layout to encourage low vehicle speed, footway to encourage pedestrian access and parking will be in line with Council standards.

Traffic generated by this development would not result in severe cumulative impacts on the transport network or environment.

- IN4 Access onto classified roads

An intensification of the use of an existing access onto the class C road could disrupt the flow especially right turns which can cause friction. The development will have vehicles entering and exiting the site in a forward gear. Areas for turning on site will be allocated. Vehicle tracking has been supplied to accompany the application.

This proposal will meet the highways safety and capacity criteria set out in the individual site allocations, policy IN3 and national guidance.

6.2.2 The Environment

- CS16/E1 High quality design

The policies make clear that good design is a key aspect to all sustainable development. Safe and convenient connections for walking and cycling within and around the development helps people take responsibility for their own health and wellbeing.

Draws inspiration from its local context

Characteristics such as height, massing, existing building lines, plot widths and depths and proportions of building features such as windows and doors.

Good quality materials of appropriate scale, profile, finish, colour and durability – please see page 9.

Produces a positive relationship with and between existing and proposed buildings, streets and spaces.

Avoids over dominance and does not cause unacceptable harm to amenity of neighbours through over shadowing, massing, loss of privacy, outlook, overlooking, through odour, noise or disturbance.

Reduces opportunity for crime and integrates with existing local landscape and biodiversity features

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PLANNING STATEMENT

6.2.2 The Environment cont.

- CS1/E2 Health and well being

This site is positioned where health and wellbeing can only be influenced being that it is in the Eastoke area through transport, open space, employment and environmental quality including air pollution. This site has access to the beach, access to Chichester Harbour and access to Megham Recreational ground.

Rails Lane is within a settlement boundary in South Hayling

- E18 Trees, hedgerows and woodland

Hedgerows will be reinstated on boundaries to the site. Appropriate management measures will be in place to protect newly planted hedges. The hedge proposed is a beech hedge.

When works are being carried out near the existing conifer they will be carried out in line with BS5837 and Appendix B.

There are no Tree preservation orders on individual trees on this site.

Please see Appendix B Tree Report for further information.

- CS15/E19 Managing flood risk in new development

Please see the Appendix A Flood Risk Assessment Statement.

- E20 Drainage infrastructure in new development

Sustainable Drainage system (SuDS) will be used on the driveway

Foul water on site treatment plant and then to connect to the existing sewage system in Rails Lane

- E24 Contamination

Light pollution – roof lights to have integral blinds to prevent light pollution at night.

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6.2.3 Housing

- CS9/H1 High quality new homes

This builds on E2 where design standards help peoples mental and physical health. This house is designed to National Housing Standards.

- H3 housing density – small bungalow

- DM7/H5 Retirement and specialist housing

This bungalow has been designed for the older generation with the possibility to be adapted for special equipment allowing the occupants to live independently for as long as possible.

The windows from the living area and the bedroom looks onto the garden.

There is provision for car and cycle parking and storage for mobility and scooter/wheelchairs.

We understand that Havant Borough Council have allocated sites for development and there are 5 sites allocated for housing:

H27 – Greenfield site – 210 dwelling units, .06ha for apartments with care (390 dwellings) – 6.2ha (assumed 5.7 for Brent Geese)

H28 – Greenfield site – 55 Dwellings – 1.6ha

H29 – Greenfield site – 195 dwellings on 7.1ha (5.7ha for Brent Geese)

H33 – Brownfield site - 7 apartments – 0.4ha

SHLAA 13th Edition January 2021

We understand that HBC are working with HCC to ensure the housing needs of older people are met if appropriate sites will be allocated specifically for this purpose and we believe that HY34 a brownfield site has planning permission for sheltered housing and assisted living.

New housing will be designed as mixed development that apartments/bungalows/houses from 2 bedroom up to 4 bedrooms. With affordable housing and bungalows that have been designed for lifetime living. All these properties will be potentially in excess of £225,00.

We still consider that the development of rear gardens to number 45 and 47 Rails Lane could offer our client a better option, being more cost effective, designed for their specific needs, close to family and

PLANNING STATEMENT

MEGHAM PARK

6.5

PLANNING CONSIDERATIONS KEY

Reasonable outlook from each window

Out door spaces accessible for all

Car parking or turning areas, cycle storage and refuse and recycling facilities cannot form part of the external private amenity or communal space.

PROPOSED SITE PLAN

CS8/
IN3

H1

CS16
/E1

New hedge

E18

CS8

Community safety – provide well-lit footpaths

Scale 1:200

0 5000 10000 15000 20000



KEY

TK	TRANSITION KERB
RG	ROAD GULLY
SA	SOAKAWAY

Ref.	Description	Date
A	REVISED PLANNING APPLICATION DRAWINGS FOR A REDUCED SIZE PARKED DWELLING	21-10-2021

19/11/2021

Hazel Butler Architects

Hazel Butler DIARCH ARB
24 Nightingale Close
Rowlands Castle
T:023 92413680

CODE	STATUS	SUITABILITY DESCRIPTION	PURPOSE OF ISSUE

PROJECT 45 RAILS LANE, HAYLING ISLAND
Erection of 1 no. 2 bedroom bungalow to the rear with access onto Rails Lane

SHEET PROPOSED SITE PLAN

CLIENT MR B SYMMONDS			
Date	14-01-2021	Project number	09-20
Drawn by	HB	DRAWING NUMBER	08-20-DR-A-101
Checked by		REV	A

Erection of 1 no. 2 bedroom bungalow to the rear with access onto Rails Lane

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7.0 SUMMARY

This application seeks consent, with conditions, to provide my client with a home that is suitable for their needs now and in the future. This bungalow will be update and modernised to allow for ease of use. It will improve the amenity for the occupants.

With the Hayling Island Coastal Management Strategy 2120 we believe that Havant Borough Council are preparing for a resilient future and our site will be protected as much as it can for future climate changes of flooding in the area. (See Appendix A) We in our design have taken into consideration the scenario of flooding and the impact that it might have on the occupants and the building and hope to have alleviated these concerns.

There will be no change of access. The proposal will not result in any loss of residential floor space. The impact of the development upon the living conditions of nearby residents' is minimal and the proposed boundary treatment will prevent any unacceptable impact upon the residents.

An annex through permitted development was considered but the size in one garden would not be large enough (taken over two gardens would not be considered under permitted development) and my client wishes to live independently on their own land and with privacy from the main house.

We would like Havant Borough Council to consider this application as they did for a similar property on the other side of Rails Lane and an additional property on Norman Road where permissions were given to develop to the rear of the main properties.

Two generations of Symmonds live on Rails Lane and a third generation lives on Hayling Island and they provide a support system for each other. We understand that Havant Borough Council have allocated sites for development for dwellings but we believe that the proposed property is specific to their needs and close to their family and hope that this is a strong reason for consent.

PLANNING STATEMENT

FLOOD RISK ASSESSMENT

Information as submitted to Havant Borough Council Planning Department as part of the Planning application. Please see pg 5 of Planning Statement.

The flood risk assessment was required due to site levels and the relation of the site to the Coastal Tidal Flood Plain. The building is on the edge of/within a Flood Zone 3 area indicated on the Flood Map produced by the Environmental Agency.

During the 1970's and 1980's winter floods were a common occurrence on the South Eastern peninsula of the island and in 2014 15 properties on Southwood Road flooded due to very high tide/stormy conditions and very high winds – but these floods did not effect the Meghan area where our site is.

Today the flood risk is greatly reduced and serious flooding is rare, however as an island the risk never disappears entirely. Actual flood events (where water covers entire roads) are now probably once or twice a decade occurrences, and property damage is thankfully very limited. The huge majority of property owners on Hayling Island have never experienced flood damage to their homes.

When Hayling Island floods it is not the same as the devastating floods that make the news in other parts of the country when rivers burst their banks. The risk of flooding on Hayling comes when high tides, low pressure and onshore winds combine to form surges that overtop our coastal defences. This type of flooding is usually easier to predict and thankfully tends to be shorter lived as water drains away again once the high tides subside a few hours.



Works started 13 September 2021: Beach recycling is the movement of material from areas of beach build up to areas of erosion. This helps to restore beach levels and increase the standard of protection against flooding. Once the beach is reinstated it will be built to a 1:200-year standard of protection.

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Extract from The Eastern Solent Coastal Partnership (ESCP) – Coastal Management Strategy with a budget of £410K funded from the Community infrastructure Levy



45 Rails Lane



Mengham Area



Direction of possible flood

Extract from Hayling Island Coastal Management-ESCP

19/11/2021

Erection of 1 no. 2 bedroom bungalow to the rear with access onto Rails Lane

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PLANNING STATEMENT

FLOOD RISK ASSESSMENT – cont.

The proposed bungalow has one access point for emergency vehicles with no height restrictions and a turning area to exit in a forward gear.

Flood warning procedures

Both the Met Office and The Environment agency provide useful alert services that will inform you when warnings are in effect.

The client will sign up for Environmental Agency Floodline Warnings Direct online alert service facility (generally receive 2 or 3 warnings per year and thankfully though these do not usually result in flood events)

[Met Office severe weather warnings](#), [Environment agency flood warnings](#), Hampshire County Council also provide [flood advice and information](#) on their website

Evacuation Procedures

The evacuation zone will be in either Flood Zone 1 which is situated in front of no. 45 Rails Lane with a rest place within their neighbours houses or to stay within the new bungalow which will be raised above the water level.

Design and construction (to be considered as Planning Conditions)

Due to the fact the bungalow is within a flood zone mitigation measures are recommended as detailed below:

- Engineering bricks are not the most attractive cladding for a house and aren't good insulators, but do have the advantage of being very resistant to water penetration and we have specified them to be used for the brick plinth.
- Ground bearing concrete slabs – instead of suspended beam and block floor which would trap the water in the void.
- Within the cavity wall the weep holes are to be at the lowest points to allow water to drain out
- A suitable wooden board will be marked as WPB (weather and boil proof) grade, designed to resist wet conditions. It's best to avoid timber on window and door frames in areas at risk of flooding, and thus we chose U-PVC.
- Most importantly we propose that the finished floor level is raised by 500mm to protect the residence from possible flood water.

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APPENDIX B

TREE REPORT

There is one existing conifer which will be retained within the site and this tree will provide mature landscaping for the amenity space whilst also allowing birds a home and forms a dense evergreen natural screen to Mengham recreational grounds.

The tree is a mature Conifer tree Category C. Trees of low quality, adequate for retention for a minimum of 10 years expecting new planting to take place.

Construction work near the tree (to be considered as Planning Conditions)

Due to the proximity of the tree in relation to the proposed bungalow, mitigation measures are recommended as detailed below.

- No cutting down, uprooting, damaging or otherwise destroying any retained tree;
- No lighting a fire within 10 metres of the canopy of any retained tree;
- Equipment, signage, fencing, tree protection barriers, materials, components, vehicles or structures shall not be attached to or supported by a retained tree;
- It is advised to use construction methods which minimizes the impact to any rooting system, this may be in the form of footings more radial to the tree roots, or sheathed micro pile with footings- beams, slabs, suspended floors laid at or above ground level and cantilevered as necessary to avoid major tree roots;
- These conditions should also be applied to hard standing by using three dimensional cellular confinement system, e.g. 'Calweb' to minimize compaction and maintain porosity to both water and gasses;
- Any impervious surface or covering (construction) to be installed over RPA must cover no more than 20% of any tree total RPA area and in a tangential strip no wider than 3 meters. If this is exceeded then a system of irrigation to the covered area is to be provided, to compensate for the loss of 'open' root feeding areas;
- Soil level changes, both lowering or raising within RPA should be kept to a minimum with any infill generally kept light and un-compacted;
- Mixing cement, chemical toilets and other use or storage of anything that would be harmful to trees shall not take place within, or close to a Root Protection Area (RPA). The distance away from the RPA must be enough, and the slope of the site must be such that contamination of soil in the RPA would not occur if there were spillage, seepage or displacement; and
- No plant or equipment or vehicle with a hydraulic arm such as a mini digger shall be operated within striking distance of the stem and branches or the RPA of any retained tree .

45 & 47 Rails Lane Hayling Island PO11 9LH
PLANNING STATEMENT



←→ 8.4m from Proposed new building

● ○ Existing mature Conifer

The conifer will need some pruning to maintain it and keep the height and shape. This will be carried out as part of the works.