

DESIGN & ACCESS STATEMENT

at

9 & 9A St. Andrew's Road, Hayling Island

Following the Pre-Application Advice of 14th July from Mr S Andrews, Planning Officer at Havant Borough Council (re the demolition of the detached bungalow and proposed erection of 3 no. pairs of semi-detached houses) and subsequent telephone conversation with Mr Andrews on 28th July, the following was suggested

1. Mr Andrews suggested that the proposed number of properties on the site be reduced to a pair of detached chalet bungalows, therefore with first floor accommodation within the roof spaces.
2. Following talks with the owners, it was suggested that the pair of properties could be achieved without having to demolish the existing bungalow, 9 St. Andrew's Road, ecologically a better solution.

This was achieved with the plot divided to provide both the existing (No. 9) and proposed property (No. 9A) with plot sizes of 436m².

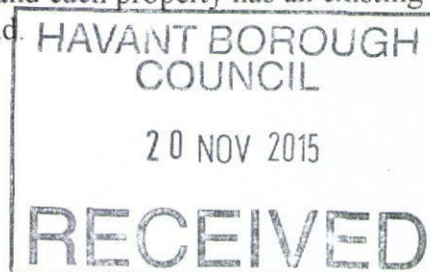
This compares favourably with the following plot sizes of properties to the north of No. 9 on the western side of St Andrew's Road (ie Nos. 11 to 23).

No. 11	485m ²
No. 13	595m ²
No. 15	369m ²
No. 17	348m ²
No. 19	460m ²
No. 21	468m ²
No. 21a	403m ²
No. 23	<u>296m²</u>

Total 3424m² @ an average of 428m² per plot.

In fact the 6 no. newer properties to the eastern side of St Andrew's Road (Nos. 2 to 12) have a total plot size of 1572m², an average of only 297m² per plot.

The roof ^{ridge} line of the proposed new property (9A), is 0.15m lower than that of the existing bungalow and each property has an existing vehicular access from St. Andrew's Road.



On 21st October a fee-paid meeting was held at the offices of Havant Borough Council with Mrs E Chisnall, Planning Officer, at which the proposed plans were produced and discussed. It was suggested that the best way to submit a planning application for the developments would be to separate them, but to submit them at the same time. This would entail a full application for the construction of the new dwelling and a householder application for the proposed extensions to the existing dwelling. It was also confirmed that the parking requirements for a 3 Bedroom dwelling, for which each property is proposed, is for 2 no. car parking spaces. In fact 3 no. spaces are proposed for No 9A with 2 no. for No.9.

To enable the best use of the existing property (reduced length of passages, larger ground floor bedrooms with better wardrobe provision and proposed stairs up to the central area of the roof space) it is proposed that the main entrance to No. 9 be in the existing side (north facing) entrance position. It is therefore felt that, although 2 no. side covered parking spaces are existing, moving the space further to the west means that a covered main entrance is possible without being blocked by cars. This also means that the distance from car to main entrance is now shorter and that a car turning area is provided to the front of the property.

It should also be noted that both of the properties immediately north of 9 St Andrew's Road (11 & 13) have their main front doors to the side of their property.

Keeping the existing bungalow has also made it possible to provide south facing solar roof panels, with each property having facilities for clothes drying, cycle storage and general & recyclable waste bin storage.

It is proposed that 9A will have a white rendered finish similar to that existing on No. 9 and also matching concrete roof tiles. Although existing window and door materials to No. 9 are varied (aluminium to front, upvc to side and timber to rear) it is considered that white upvc be the preferred material for this site.

Patio gardens will be laid with permeable paving slabs with shingle to the parking area to the side of No. 9A and to the front of No. 9.

As mentioned in the original Written Statement, accompanying the Pre-Application Advice submission, it is still considered that this^{is} a very sustainable location, although the required standard parking provision is provided and even bettered,

It is within 100m of a large recreation area, and seafront and other cycle routes provide a healthy alternative to the car. Small convenience shops are nearby and the seafront road only 130m away^{is} a bus route, thereby ensuring access to Supermarkets on the Island and also to HyperMarket and larger shopping facilities in Havant. Bus services also provide access to Havant Railway Station with its fast rail links to London.