

NEW RESIDENTIAL DEVELOPMENT
LAND ADJACENT TO 48 STATION ROAD
HAYLING ISLAND



Image 1: Aerial view of proposal

PROJECT
PARTICULARS

Client
Reference
Location
Job No.
Date

Mrs Wrixon
New Residential Development
Land adjacent to 48 Station Road, Hayling Island, PO11 0EQ
4443
March 2016

1. Introduction

This design and access statement has been prepared by PWP Architects in support of a planning application for a new dwelling on land previously associated with the large garden of No. 48 Station Road, Hayling Island. The report has been written to explain the principles behind the scheme, place it in a social and economic context and outline how the proposal meets the relevant planning policies.

This document should be read in conjunction with the submitted drawings and any appendices that have been referenced.

2. Site analysis

2.1 Site location and context

The site is situated in a residential area on the South-West side of Hayling Island, off a private road that runs north of Station Road and serves No's 48 and beyond (see insert map below).

The unnamed private road has an element of parking for flats located close-by, all the private houses have their own on-site parking and therefore use the private road for access only. No 48 Station Road is a large Victorian villa set at an odd angle to the development that has grown up around it in subsequent years. All other surrounding properties address their various access roads at right angles. The surround properties are a complete mixture of sizes and styles.



Image 2: Map showing aerial view of site position. Source: Google Maps



Image 3: Aerial photo showing site position. Source: Google Maps

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2.2 Opportunities and Constraints

The site is formed from a section of garden that was previously in the curtilage of 48 Station Road. The house at 48 Station Road sat within a square plot, yet was built at a 45 deg angle, this left a somewhat strange layout to the garden. Emphasised by the high hedge of Leylandii trees, that until last year ran along the southern boundary of the site. Fortunately these unattractive conifers were removed last year and this led our client to see that, with the re-introduction of light in this corner of the garden, there was an opportunity for a separate dwelling which better utilised this part of the old garden - as a new intervention into an existing patina of dwellings.

Careful consideration has been given to the design of this new dwelling, in terms of its relationship to its

neighbours and the surrounding gardens.

The properties to the south have predominantly been converted into flats and have gardens towards the boundary with the application site. To the east of the site are the shared boundaries of houses of Dancers Way. This boundary has new close boarded fence panels.

The site is large enough to accept a new dwelling. The constraints of neighbouring properties, and the wish to avoid any overlooking, have led to a single storey dwelling being proposed. The shape of the proposed dwelling allows the garden arrangement to create public, semi public and private areas, which will give the new property a full assortment of usable amenity spaces.



Photo 1: No. 48 Station Road (rear elevation)



Photo 3: View of private access road located off Station Rd



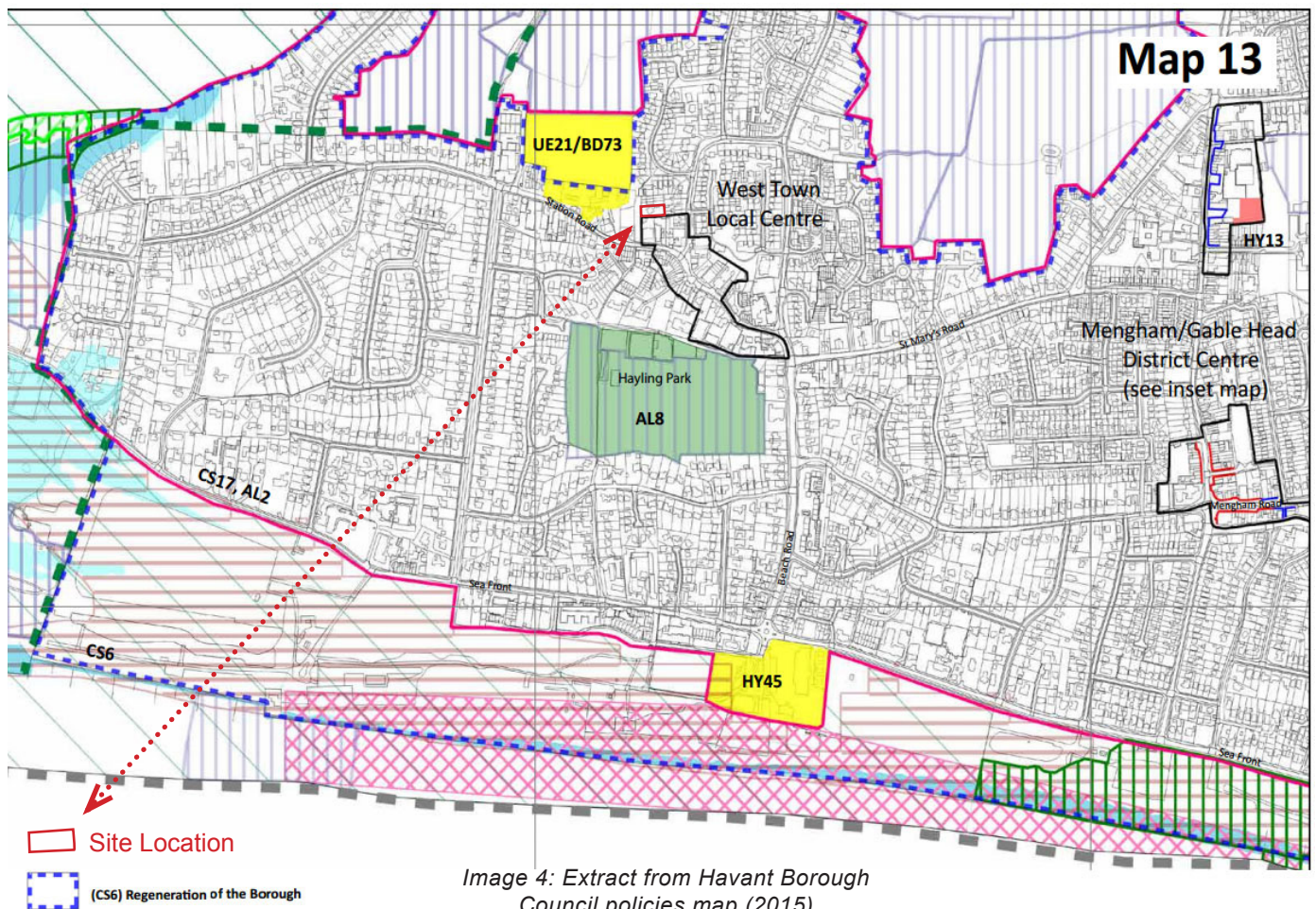
Photo 2: Remnants of Leylandii boundary treatment (12.14)



Photo 4: Apartment block located on the corner of Station Road and the private access road (un-named)

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2.3 Relevant Planning Policies

We refer our planning policy validation to the 'Havant Borough Local Development Framework' (2011)

Policy CS6 - Regeneration of the Borough

Extract taken from HBLDF, paragraph 4.05:

'Planning permission will be granted for development which positively contributes by type of use and design and by its comprehensive approach to the social, economic and/or physical regeneration of the whole borough; particularly when it is focused in the following places as shown on the Proposals Map:... - South Hayling Island'.

The site falls within the 'South Haling Island' boundary as identified on the plan above (Image 4).

Response: The design will positively contribute to the area through good and sensitive design. It uses land which is currently underutilised, this is a positive characteristic in the urban landscape on the end of the 'Town Centre' designation. The proposed design is very sustainable using highly insulated construction methods and on-site renewable energy generation.

Policy CS15 - Flood and Coastal Erosion Risk

Extract taken from HBLDF, paragraph 7.31:

'All development will be required to ensure that there is no net increase in surface water runoff. Priority should be given to incorporating Sustainable Drainage Systems (SuDS) to manage surface water drainage, unless it is proven that SuDS are not

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appropriate. Where SuDs are provided arrangements must be put in place for their whole life management and maintenance.'

Response: The site is not located within a flood risk zone, please refer to Image 5. The proposal has been designed to incorporate sustainable rain water drainage; including a green roof to intercept and retain precipitation, reducing the volume of run-off and attenuating peak flows.

Policy CS16 - High Quality Design

Extract taken from HBLDF, paragraph 7.38:

'Planning permission will be granted for development that is designed to a high standard, which helps to create places where people want to live, work and relax. All development should demonstrate that its design:

- 1. Responds to, draws inspiration from and respects local context...*
- 2. Produces a positive relationship between buildings, street and spaces both existing and proposed...'*

Response: The scheme promotes wildlife and biodiversity through the use of extensive landscaping and a green roof. The scheme respects the neighbouring properties by not causing any harm to their amenity space through privacy, loss of light or outlook.

The proposal has been designed to mitigate negative environmental impacts through sustainable design and construction method - by using SIPs construction.

Policy CS17 - Concentration of Development within the Urban Area

Extract taken from HBLDF, paragraph 8:

Development will be permitted that makes the most effective use of land in the borough by granting planning permission that:

- 1. Concentrates new housing, employment, retail, leisure and other development within the five urban areas of Havant, Leigh Park, Waterlooville, Emsworth and Hayling Island, as shown on the Proposals Map. [Pink outline - refer to Image 4]*
- 2. Prioritises development on previously developed land, including redundant, derelict or underused land and buildings within the urban area.*

Response: This proposal is for one modest dwelling on a redundant brownfield site. The site is located within the identified 'urban area' of Hayling Island (refer to Image 4), and would provide a highly efficient family dwelling in an established residential area.

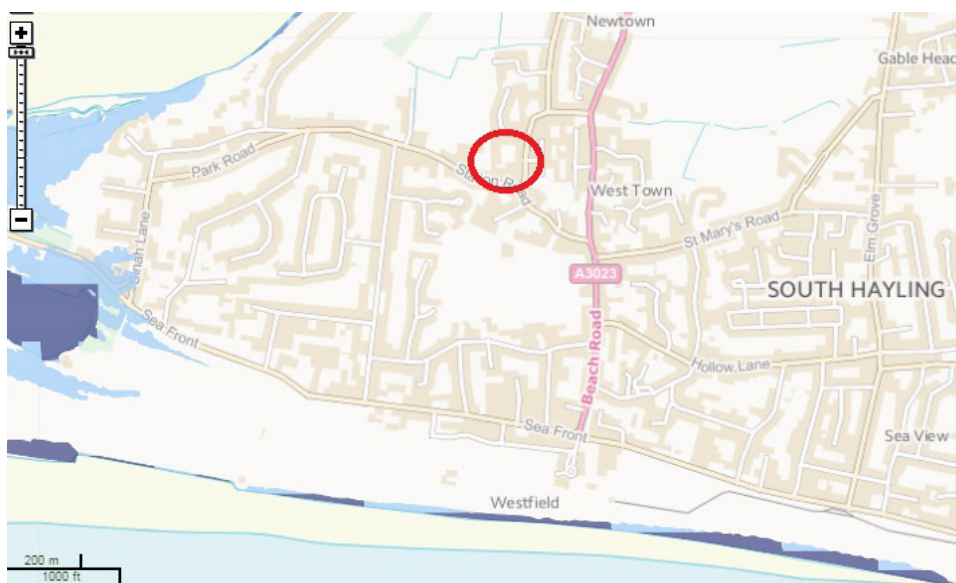


Image 5: Flood Risk map, site location indicated in red. Source: EA (2015)

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3. Development Proposals

3.1 Design Approach

The brief was to provide a spacious open plan modern 3 bedroom home, to be single storey and yet leave enough of the plot over to garden spaces. The only access onto the plot is from the west, so therefore we located the vehicular parking and pedestrian entrance at this point. Car parking is set out directly off the private road, within the curtilage of the site.

To the rear of the parking area is the gate in the 'Thick wall'. This gate and wall separate the public from the semi-public areas. Through the gate the path leads to a traditional; front door. The house is arranged across 2 wings; a dominant curved wing that uses

the entrance as its focus. This wing enclosed the main living and kitchen spaces of the house. The subservient wing runs along the North West boundary of the plot and this contains the bedroom and bathroom accommodation of the house. The arrangement of the wings forms an intimate private courtyard garden space, which is south facing and will be an excellent family space.

The applicant has made an agreement with the new owners of No. 48 Station Road about the constraints of any build on the site. These limited the development of the site as follows:

The developer will not erect more than one single storey ground floor bungalow which shall not exceed 4.5 metres in height from floor to ridge.

In actual fact the proposed design is significantly below these constraints.

Initially the client wanted a design with a courtyard surrounded by built accommodation, however was persuaded through sketches that this was not perhaps the best option. The semi-open courtyard as per the proposal, allows a greater amount of southern light, and particularly sunlight, into the principle rooms.

We felt that as the external spaces were such an important part of the success of the design of the



Photo 5: Access to the site from the private road



Photo 6: Boundary of site with 48 Station Road (6ft close boarded timber fence)



Photo 7: View of the site; looking towards the entrance from the rear boundary

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new house, that a considered landscaping scheme should support the application. To this end we have submitted a full landscape proposal for both hard and soft landscaping with this application (Image 7).

3.2 Layout

The layout of the development responds to a sequential way of travelling from public, semi-public and private spaces. The main front door is reached only by invitation at the front 'thick wall' gate. This leads into a small hall area and bedroom corridor which leads into the main family space.

3.3 Form, Scale & Mass

The client is keen to use a building system of structural insulated panels (SIPs), as they have used these successfully in the past. This system has allowed us to create overhanging roofs in an elegant way, particularly at the front door to create a sheltered external area, rather than an applied porch. Integrating this feature into the fabric of the building suits the simplicity of the design, and is

clearly readable. However we have not allowed the chosen building system to dictate the form and still introduced a curved structure in the principle wing of the house. This curved wing creates incidental outside spaces in the northern corner of the plot which will be a terrace attracting good morning light. The main focus of the curve being the private courtyard. As a single storey dwelling we feel that this suits the site well. Varying the heights of the two wings means that views of the proposal are not constant from surrounding properties, nor is the height excessive or dominant.

The positioning of windows and roof lights has been carefully considered to prevent overlooking either inwards or outwards. In all cases the windows only look out over the sites private courtyard spaces.

As a direct request of the client the 'family space' is incorporated into one large open plan room, leading out onto the larger of the private courtyards (Image 6).

Clearly the proposed building is subservient to the



Image 6: Interior perspective of the main family room within the proposal

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original house at No. 48 Station Road. It will not be visible from any public highway. From the private road the house will only be seen above the 'Entrance Wall', and from rear gardens of surrounding houses will be perceived as significantly smaller than the adjoining properties which are predominantly all 2 storey properties. We feel that the scale both in plan and elevation terms fits and suits the site.

3.4 Materials and boundary treatments

The proposed materials of the house are as follows:

Walls - Through-colour render (off-white)

Windows/doors - Powder coated aluminium (grey)

Roof (lower wing) - Standing seam zinc (grey)

Roof (higher wing) - Green roof (sedum planting)

Boundary treatment

The site's north, west and east boundaries are defined using close boarded timber fence (existing). The existing southern boundary is depicted with a mixture of fence panels. Our client proposes to install a new fence to the inside of the existing, as this will make-up the backdrop for the courtyard. The new fence will be constructed of cementitious board fencing in a light colour.

3.5 Accessibility & Parking

The majority of the site is level so will not restrict access to the house. This house is a single family dwelling with three bedrooms. The sites location does not provide easy access to local public transport. The parking standards for the house are set out below.

Havant Borough Residential Parking and Cycle Provision SPD

Allocated Parking: According to the SPD listed above a 3-bedroom property requires 2 allocated parking spaces - which we have indicated in this proposal.

Pedestrian access

Level access will be provided from the private road off Station Road, as existing.

Vehicular access

Access will be provided via private road off Station Road, as existing.

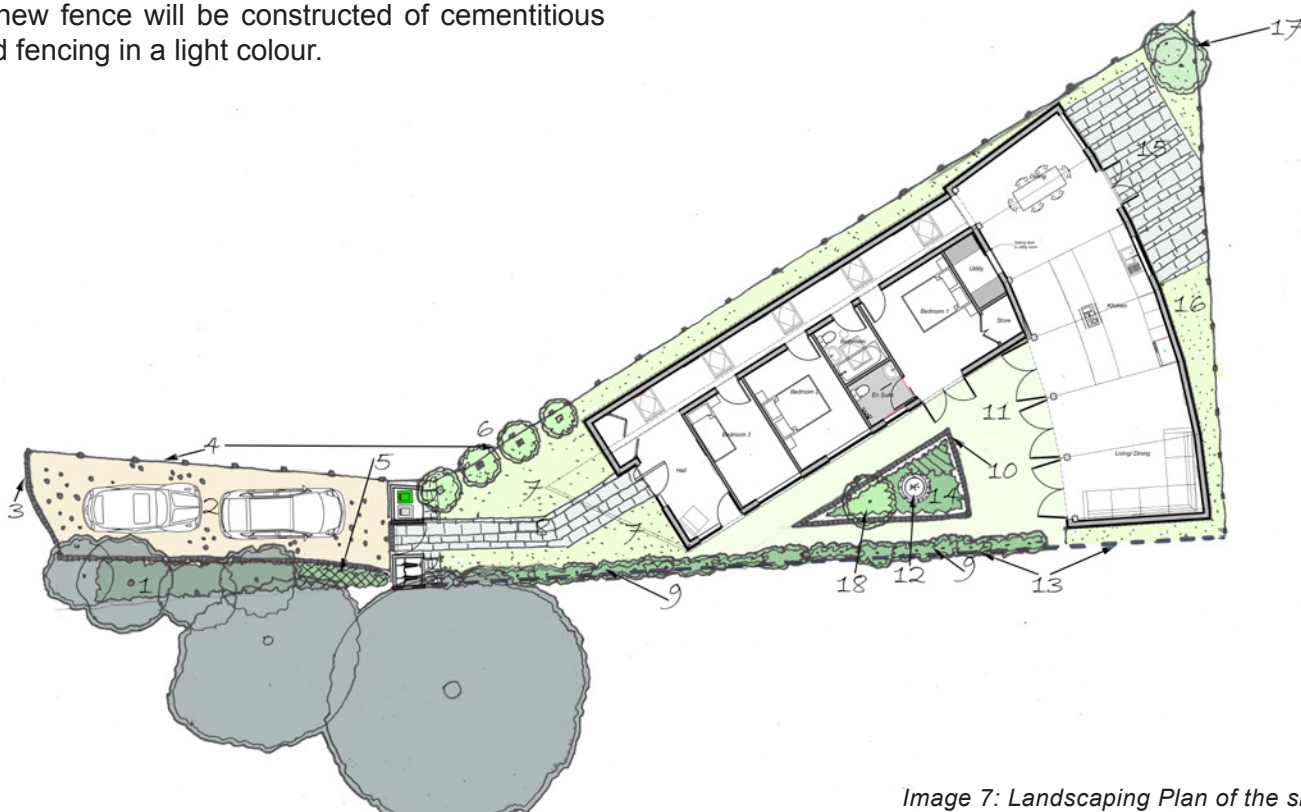


Image 7: Landscaping Plan of the site

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Parking

The plans show parking for two cars. Parked in tandem. Reversing will be out onto little used private road and we feel this is a safe strategy in highways terms.

Cycle provisions

The 'Entrance Wall' contains storage for 2 bicycles.

Vehicular access for Fire Fighting

All areas within the dwelling are within 45m of the area 20m from the fire brigade accessible private road off Station Road.

3.6 Sustainability

Sustainability was a key consideration from the inception of this project. The following elements have been designed into the building to promote a sustainable design.

- Highly insulated walls, floors and roof
- Thermally efficient windows (above building regulations)
- High efficiency 'A' rated boiler
- Low energy light fittings
- Low energy appliances 'AA' rated
- Photo voltaic panels
- Dual flush WC's
- Water butts for watering the garden
- Wood burning stove to provide additional 'carbon neutral' heating to open plan living space
- Green semi-intensive roofing system (sedum)

4. Planning History

4.1 Planning Application to HBC

Reference: APP/15/00037

A planning application was made in January 2015 for a 3 bedroom dwelling on this site. The design of this scheme was not dissimilar to the proposal we make now, however the scheme was refused on a number of grounds, including:

1. *'Over-development of this small and irregularly shaped site... which would be out of keeping with and harmful to the character and appearance of the locality'.*

2. *'The proposed development would not maintain sufficient separation with neighbouring properties and would concentrate noise and domestic activity... Furthermore the size and extent of the building would give rise to an overbearing impact and loss of light to neighbours'.*

4.2 Planning Appeal

Our client wasn't satisfied with the grounds for refusal provided by Havant Borough Council and appealed the decision – Appeal reference: APP/x1735/w/15/3132354

The Appeal was dismissed due to 2 main issues:

1. *'The impact of the proposed development on the living conditions of neighbouring occupiers at 48 Station Road, 11 and 15 West Lane with particular regard to noise, outlook and light,'*

2. *'The impact of the proposed dwelling on the character and appearance of the area.'*

The reasons are given by the Inspector as below:

The inspectorate's comments with regard to **No.48 Station Road:**

- *'The blank side wall would be set back only a short distance behind the boundary fence'*
- *'Harmful impact on those neighbouring occupiers in dominating most of the length of their rear garden'.*

The inspectorate's comments with regard to **11 & 15 West Lane:**

- The proposal *'would not unacceptably dominate the rear gardens of 11 and 15 West Lane'.*

The inspectorate's comments with regard to **noise:**

- *'I do not consider that the impacts from additional vehicles coming and going and their doors opening and shutting in this area would be unacceptable in this context.'*
- *'Similarly, the building would largely separate No.48 from the outside amenity areas of the proposed dwelling such that noise from these areas is unlikely to harm the living conditions of the occupiers of that'*

property.'

The inspectorate's comments with regard to **Character & Appearance:**

- 'Whilst there would be a high degree of site coverage from the development, it would not dominate the street, public frontage or buildings on the frontage.'

- '...the proposed dwelling will not cause harm to the character and appearance of the area and will be in accordance with policy CS16...'

4.3 Response to Appeal Decision

Designer's Response:

1. We have moved the wall of the proposed dwelling away from the boundary by a further 400mm, allowing a 1m gap between the property and the boundary fence.

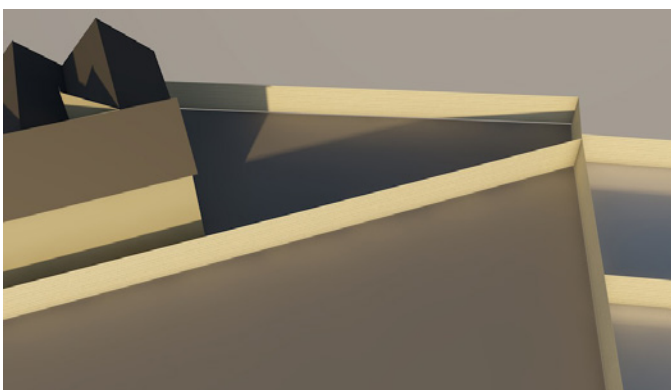
2. With the Appeal application we provided sun studies showing the effect of over-shadowing caused by the proposal at certain times of the year – see appendix A. The only time of year where a small portion of overshadowing would occur was in the middle of winter (21st December), where garden space would not be considered a 'recreational' amenity.

3. For this new application we have changed the pitch of the roof, and reduced the height of the eaves, to eliminate any overshadowing to the garden of No.48 Station Road. Please see images below.

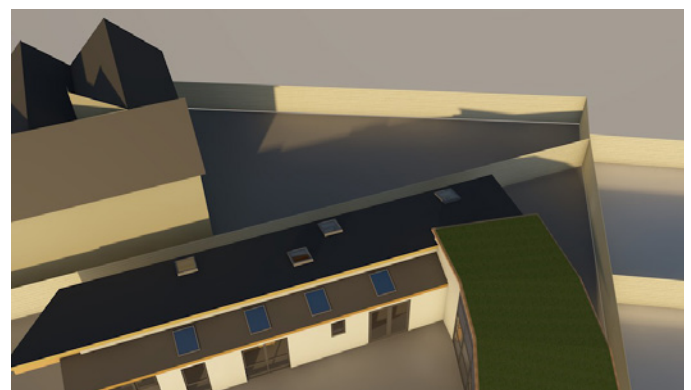
4. The Inspectorate does not consider any additional noise caused by the proposal to be unacceptable to the occupiers of the surrounding properties.

5. The Inspectorate does not consider the proposed property would cause harm to the character and appearance of the area and will be in accordance with policy CS16.

6. The client is willing to complete the appropriate binding agreement to secure a contribution towards the Solent Disturbance Mitigation Project - policy DM24.



Sun Study - existing Dec 21st (mid-winter)

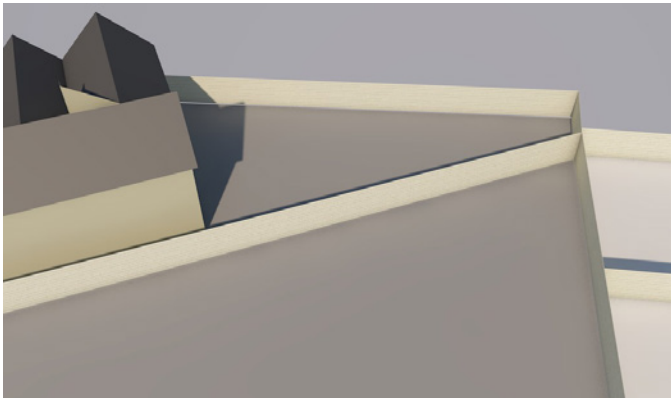


Sun Study - proposed Dec 21st (mid-winter)

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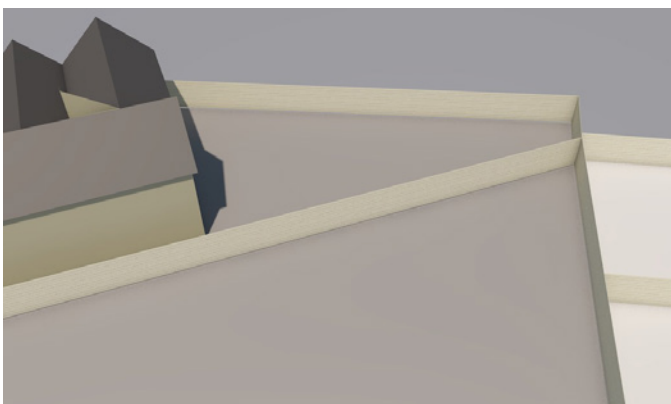
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Sun Study - existing March/Sept 21st



Sun Study - proposed March/Sept 21st



Sun Study - existing June 21st (mid-summer)



Sun Study - proposed June 21st (mid-summer)

5. Services

5.1 Refuse

Bin storage is located within the 'Thick Wall' which is within the curtilage of the property, close to the entrance. Provision is given for 2x 240l wheelie bins – one for general waste, and another for recycling. On refuse collection day the appropriate bin will be wheeled by the householder to the edge of the private road, that is already serviced by the refuse collection vehicles.

5.2 Gas, electricity & telecommunications

The site has access to existing gas, electric and telecom connections in the private road off Station Road.

5.3 Storm Water Drainage

Drainage from the roofs will flow into water butts for use in watering the garden. Excess storm water will flow into a soakaway placed under the parking area.

5.1 Sewage

Foul drainage will be connected into the surrounding existing utility's system.

6. Conclusion

This application is for a new dwelling on a piece of land surplus to requirements. It is within the settlement policy boundary and we feel that in planning terms this is an appropriate use of the land. The influence of the local surroundings, both natural and man-made have all contributed to its final design.

The sole reason for refusal provided by the Inspectorate was the impact of the proposal in terms of over-shadowing to the garden of No.48. Following amendments to the scheme we have managed to eliminate any overshadowing throughout the year, as represented by the sun-studies above.

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