

Design and Access Statement

26 The Kench
Ferry Road
Hayling Island

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1.0 Introduction

This Design and Access Statement is produced by John Pardey Architects in support of a planning application for the redevelopment of 26 The Kench, Hayling Island. The proposal involves the demolition of an existing single storey chalet type dwelling and erection of a new single storey chalet dwelling with associated landscaping and improved sea defences. The document includes a description of the site and its context, a summary of the relevant planning policy context, a description of the design and design development including site constraints and opportunities, consultation, materials, landscaping, access, refuse and recycling, sustainability, utilities, ecology, flood risk, and an analysis of landscape and visual impact.

The proposal will replace an ageing building of relatively low standard of design and construction with one that has been carefully designed in response to the particular constraints and characteristics of the unique location. It will be low maintenance, low energy, sustainable, accessible, compliant with Policy and reflecting the highest standards of contemporary design. Drawing inspiration from both long established and recent exemplary development at The Kench we firmly believe the proposed development will sit at ease with its immediate neighbours, maintain and enhance the appearance and distinctiveness of the local landscape and pattern of development and conserve and improve the landscape of the Harbour and surrounding area visible from the water.

2.0 Site and context



AERIAL VIEW LOOKING SOUTH (Image copyright Bing Maps)

The site has an area of 173m² and lies in a private gated community of holiday chalets and houseboats on land owned by and leased from the Hayling Health Society Ltd (HHS) to the west of an intertidal lagoon in an area known as The Kench. The Kench is situated close to Ferry Point on the south west tip of Hayling Island with Langstone Harbour to the north, Ferry Road, Sinah Common and the golf links to the south. The application site is towards the western end of a dense cluster of small similar chalets with harbour frontage arranged in a strip along the northern part of the Kench site behind a concrete sea wall.



VIEW FROM THE SOUTH

The site is accessed from Ferry Road via entry-control gates and a private road. Shared site facilities include large grassed amenity spaces, beach access, slipways, boat and car parking. The HHS is a not for profit organization established in the 1930s to protect and manage the unique site for the benefit of its close community of members so that they might continue to enjoy leisure time by the seaside for generations to come. Indeed the Maddisons have family connections to The Kench which span five generations.



VIEW FROM THE NORTH

A little to the west is a row of large detached houses also with water frontage and the distinctive Langstone Harbour Board facility which provides a range of services to harbour users. Ferry Point is home to the long established, and recently resurrected, passenger ferry service from the nearby Hampshire County Council owned pontoon to Eastney in neighbouring Portsmouth which gave the area its name. The area supports a thriving fleet of charter fishing and oyster boats and provides on shore storage for powerboats and tenders serving vessels on swinging moorings. There is a large public slipway and pontoon providing good access to the water for users of commercial and pleasure craft and opposite is the sprawling Ferryboat Inn public house, car parks, public toilet, kiosk café and derelict fishermen's hut. Activity in the area, both on and off the water, is relatively low during the winter period but increases significantly with summer visitors. Ferry Point is described as a "major hub" in the Hayling Seafront Masterplan adopted in June 2012.

3.0 Planning policy context

Havant Borough Council is the relevant local planning authority. The relevant Local Plan comprises the Core Strategy (2011) and recently adopted Allocations Plan (2014) supported by The Borough Design Guide SPD which recognizes the importance of sustainable, innovative, high quality design and stewardship of the natural environment.

The site directly abuts the foreshore of Langstone Harbour which is protected with the following nature conservation designations: Special Protection Area (SPA); Special Area of Conservation (SAC); Ramsar and Site of Special Scientific Interest (SSSI). The Kench lagoon is also a Local Nature Reserve.

DM9 (Development Management Policy 9) - *Development in the Coastal Zone* seeks to ensure that new development has no harmful effects on nature conservation within the Chichester and Langstone Harbour SSSIs and SPA, Solent Maritime SAC and Ramsar site, or any SINCs and Local Nature Reserves, maintains and enhances the appearance and distinctiveness of existing settlements and landmarks along the coast, contributes positively to the landscape and has regard to best practice on the design of new buildings in coastal locations and is not detrimental to the safety of navigation.

DM10 - *Pollution* supports development which does not pollute by way of excessive noise, pollute the water environment, employ minimal external lighting which does not interfere with safe navigation in the Harbour.

CS6 (Core strategy 6) - *Regeneration of the Borough* is relevant as the proposed development involves replacing a dilapidated building with one of high quality specification and design.

CS11 *Protecting and Enhancing the Special Environment and Heritage of Havant Borough* applies, promoting protection and enhancement of nature conservation designations and the principles underlying the Borough Landscape and Seascape Character Assessments.

CS15 *Flood and Coastal Erosion Risk* applies promoting development in higher risk areas where a flood risk assessment shows it is safe, to do so and does not increase risk elsewhere, where flood resilience measures and a flood warning and evacuation plan are adopted.

CS16 *High Quality Design* applies which recognizes the importance of development which draws inspiration from and respects local context, produces a positive relationship between existing and proposed and promotes adaptable, inclusive and sustainable design principles.

The Residential Parking and Cycle Provision SPD (adopted March 2010) also applies. The proposed development is in accordance with the proposals for Ferry Point under the Hayling Seafront Masterplan (April 2008, adopted June 2012).

Although this is a semi urban setting with commercial and residential buildings situated close to the site, the location is classified as open countryside for Development Plan purposes and National Planning Policy Framework policies on housing in rural areas applies.

The Langstone Harbour Board is the relevant Statutory authority with responsibility for harbour management, regulation, safe navigation, pilotage, and stewardship with offices and boatyard located a short distance to the west of the site. Under the Langstone Harbour Revision Order 1999 the LHB are Statutory Consultee on planning applications relating to certain development likely to impact the Harbour and its surroundings. Key objectives of the Langstone Harbour Board's plan for the management of the Harbour are to conserve and improve the landscape of the Harbour and of the surrounding area visible from the water, including the built environment, and to encourage land use and management practices on land around the Harbour that will maintain and enhance its value to nature conservation and the quality of its landscape.

4.0 Ecology

The existing site is paved with a mixture of utilitarian concrete, concrete slabs and concrete block paving. There are small areas of short cut grass to the front and rear but no trees, shrubs or other plants. The site and its near surroundings do not provide a suitable habitat for bats or other protected species. The site is therefore of low ecological value so an ecology report is not considered necessary.

Due to the close proximity to a designated site specific measures will be adopted to minimise the potential for adverse impact on the designation and protected species. The site is subject to a management agreement between the HHS and Natural England which sets out a framework for carrying out activities, including construction, whilst protecting the adjacent designated site. To minimise disturbance to breeding and overwintering birds a construction method statement will be produced detailing appropriate construction methods and scheduling of works. Contractors and sub-contractors will be made aware of their responsibilities in respect of the designations and wildlife, particularly in respect of noise, use of power tools and heavy machinery, hazardous substances and prompt removal of waste from site. Proposed lighting will be very much improved compared to the existing chalet and will be carefully specified and positioned to reduce and minimise potential light pollution or disturbance to wildlife in the designated site.

5.0 Flood risk

The site is located within Flood Zone 3a “High Risk” with greater than 0.5% chance of annual tidal flooding. As such the proposed development is considered to be a “More Vulnerable” so a flood risk assessment was carried out by consultants Ambiental and accompanies the application.

In accordance with recommendations of the flood risk assessment the ground floor level of the new dwelling is raised from 3.15m to 3.5m above Ordnance Survey Datum. It is recognized that although a higher floor level might be desirable in terms of increased flood protection, given the specific nature of the site, this is not practical or desirable in other respects. The proposal recognizes the relatively low lying nature of the Kench site, Ferry Road and Ferry Point and the need to achieve significant betterment of flood protection whilst maintaining comfortable and workable relationships with existing infrastructure and neighbouring dwellings which lie in close proximity to and considerably lower than the proposed dwelling. The existing sea wall will be repaired and raised from 3.02m to 3.2m AOD to match the height of the recently raised sea wall at no 28 The Kench anticipating a continuous sea wall of the same height for neighbouring properties up to the HHS slipway to the east. Materials will be specified and services designed to provide resilience in the event of flooding. Owners will be encouraged to sign up to the EA Flood Warning Service and establish an evacuation plan.

6.0 Design

Our brief was to create an architecturally outstanding dwelling on this unique site, for use primarily as a weekend and holiday home for a large family and their guests, to make the most of the magnificent views overlooking Langstone Harbour and to continue the tradition of outdoor activities on and off the water.

The design draws inspiration from a wide variety of older and more recent developments at The Kench as well as from examples of the beach chalet typology from further afield. The building is conceived as a simple, compact, finely detailed, abstract cuboid. The chalet is designed with a shadow gap at the base so it appears to “float” just above the ground. To minimize shading to occupants and neighbours and to reduce the visual bulk of the building roof overhangs are absent. The material palette is kept to a minimum and colour tones are muted. The building is clad in large, light grey fibre-cement rainscreen panels arranged so that “missing” panels appear to reveal recessed full height windows in a contrasting dark grey. The panels will be held in place with proprietary adhesive to avoid unsightly fixings. Windows will be powder-coated aluminium. The roof will be grey single-ply membrane punctuated by a series of high performance rooflights.

The existing chalet has a gross external (GEA) area of approximately 53m². The design aims to improve internal accommodation whilst maintaining a comfortable relationship with the small site and with adjacent properties and accordingly the proposed GEA is approximately 67m², a little below the 70m² limit imposed by the HHS.

As with other recent developments at the Kench the house will be raised in response to increased flood risk. The concrete sea wall will also be raised and steps reconfigured. The footprint of the new building is located over that of the existing to maintain comfortable separation from neighbours, foster views through the site and provide boat storage on the west flank. The existing building line to the north remains and the east flank is squared off to the line of the existing kitchen projection. Bedrooms and shower room are located at the south side toward the private access road with kitchen-dining-living room to the north enjoying harbour views. A timber access ramp leads from ground level to a raised deck providing access to integrated locker space and level access to the entrance which is located half way along the east flank. The deck wraps around the north side of the chalet and leads to the garden terrace. Landscaping proposals are minimal and involve removing the existing mixture of in-situ concrete, concrete blocks and slabs and replacing this on all sides with grass as far as possible. A small zone in the north east corner will be paved with permeable concrete block paving to provide freely-draining outdoor seating area.

The design will utilise high performance, low energy, sustainably sourced products and systems as far as possible combined with high quality detailing reflecting the highest standards of design. The proposed chalet will be highly insulated with a low demand for space heating. Only high quality, robust, low maintenance materials that will weather well in this exposed coastal location will be used. Sustainable drainage including permeable external paving will be used.

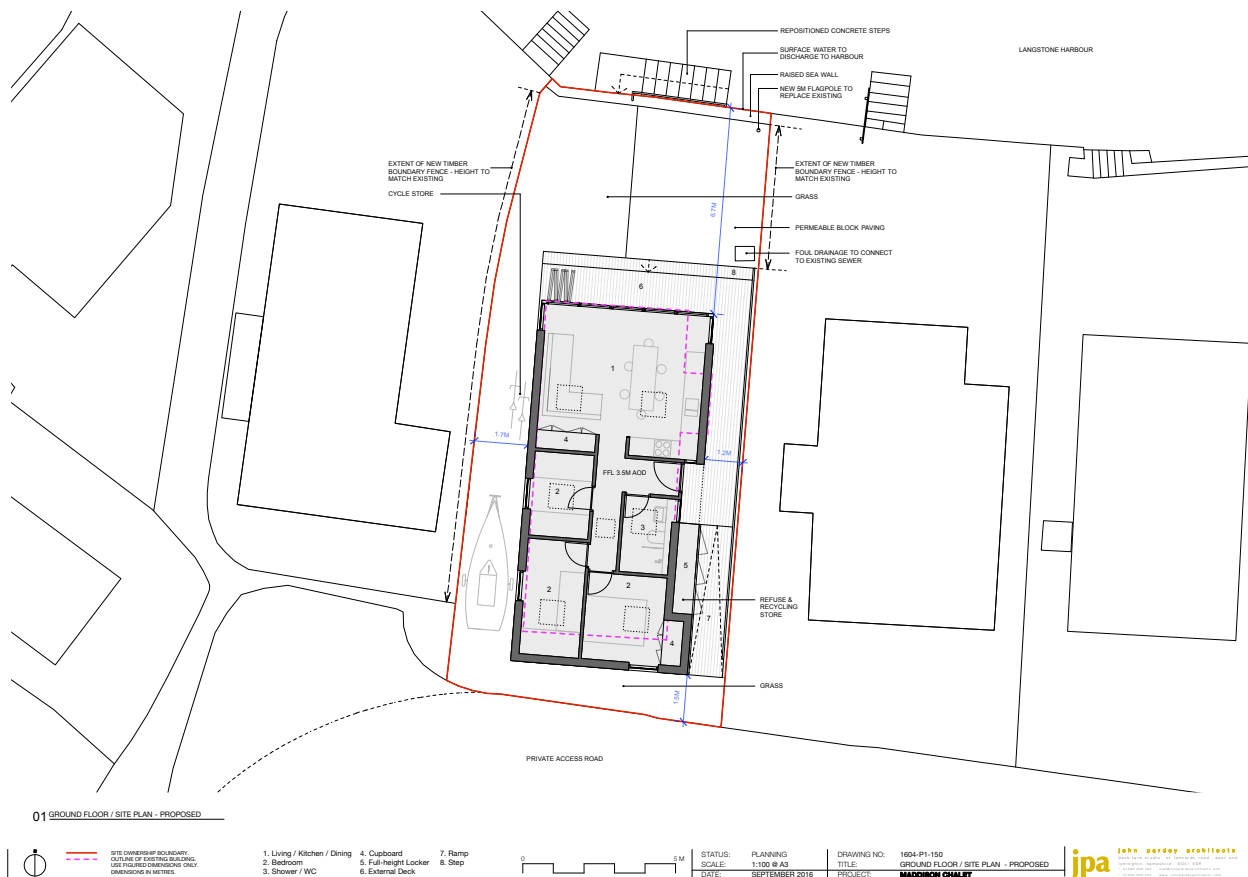
There is existing mains electricity, mains water and foul drainage connections but no mains gas, surface water drainage or telecoms. The proposed chalet will use mains electricity for domestic hot water and space heating and will connect to the existing foul drainage system. The site is too small to accommodate a soakaway so it is intended to discharge surface water into Langstone Harbour via the sea wall or, if this is not possible, into the foul drainage system as is currently the case. Storage for refuse and recycling is provided in the external lockers on site. On collection days bins will be placed by the site access road as is the existing practice.

The proposal is designed to maintain safe navigation within the Harbour. There will be a modest increase in glazing to the Harbour side. The glazing will be located within in a dense cluster of existing developments with extensive north facing windows which have co-existed with wildlife and harbour users for several decades without recorded incident. Because the glass faces due north and sits low down and the increase in window area is relatively small, whereas the sun spends the overwhelming majority of daylight hours higher up or in the southern sky, any potential adverse impact on safe navigation caused by sunlight reflected off the glass is de minimus in the extreme. Furthermore any external lighting will be low level and minimal to maintain safe navigation in the Harbour.

The chalet is designed to provide access to persons with ambulant disability. A ramp provides access to a timber deck at the raised ground floor level and thresholds between the two are designed to be level. Paved areas will be suitably designed also. There is an accessible WC on the entrance level. In accordance with HBC Residential Parking and Cycle Provision SPD the proposed development will include space for 2 cycles. The application site is too small for provision of parking indeed none of the chalets at the Kench have their own allocated parking. Parking space is available however as a shared resource on various parts of

Kench land. No changes are proposed to the existing parking or vehicle access arrangements linking the site to the public highway.

The proposal was formally submitted to the HHS for approval, a neighbour consultation process undertaken and the design substantially altered as a result. In the original proposal the roof was expressed as a hovering plane, projecting on all sides with clerestory glazing below and an extended overhang to the north. Feedback from the neighbour consultation process was not warm to the overhang so it, and the clerestory, have been omitted. The original design stepped forward of the building line at the north by approximately a metre to reconcile the advanced line of no 25 with that of no 27. As a result of consultation the proposed chalet has been pulled back to the existing line. Also as a result of the consultation, the overall height has been reduced by 0.1m. Having incorporated these significant design changes following consultation with neighbours the proposal was approved by the HHS management committee.



SITE PLAN - PROPOSED



01 VIEW FROM SOUTH

02 WEST ELEVATION

03 SOUTH ELEVATION

04 NORTH ELEVATION

05 EAST ELEVATION

06 VIEW FROM NORTH

USE FIGURED DIMENSIONS ONLY. LEVELS IN METRES ABOVE CHURCHES SURVEY DATUM.

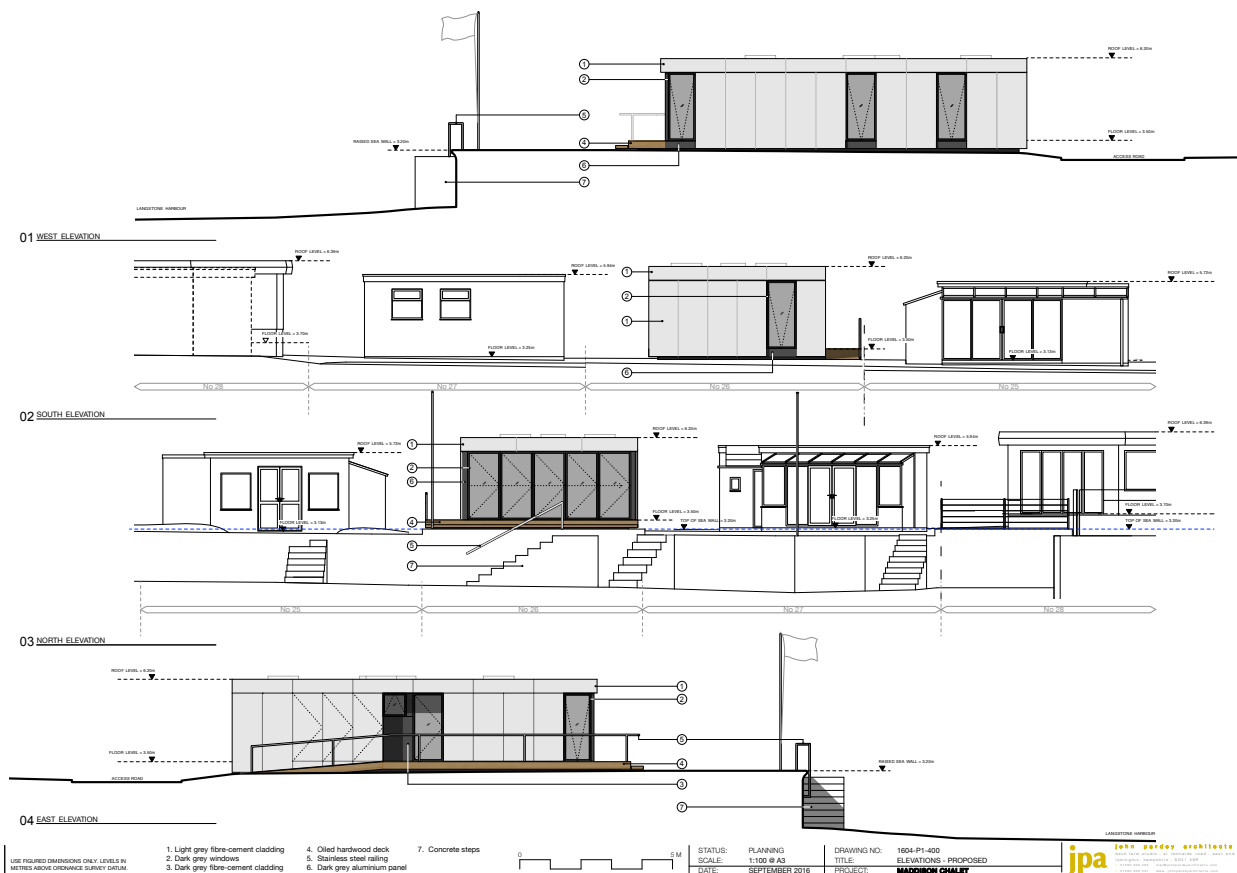
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SCALE: 1:100 @ A3
DATE: SEPTEMBER 2016

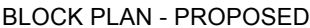
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TITLE: ELEVATIONS - EXISTING
PROJECT: MADBORN CHALLET

jpa john patney architects
ARCHITECTS
1604-P1-130
ELEVATIONS - EXISTING
SEPTEMBER 2016

ELEVATIONS – EXISTING



ELEVATIONS – PROPOSED



7.0 Landscape and visual impact



CONTEXTUAL VIEW FROM SINAH LAKE (Image copyright David Hares Landscape)

Langstone Harbour and Hayling Island are included within the South Coast Plain Character area (126) however the site is not part of any national statutory landscape designations. The site lies within Hayling Island LCA 34 Sinah Common and the Kench under the Havant Borough Council Townscape, Landscape and Seascape Character Assessment. The sensitivity assessment which accompanies that Assessment considered that the overall wider landscape had only a medium sensitivity and based on the pattern and density of existing development in the immediate area the area surrounding the site can be considered to have a low level of sensitivity at a local level and is characterized as follows:

- A tight cluster of development at Ferry Point including a boat yard and detached two storey dwellings.
- Poor quality built environment at Ferry Point, varied materials and poorly maintained hard landscaping of the extensive car parks adjacent to the pub detract significantly from the historic setting of the public house and the relatively rural character of Sinah Common.
- A quiet and peaceful landscape, especially within the sand dunes and along the northern harbour edge, seasonal traffic on the Ferry Road, which increases within the summer months.
- Open views across the harbour mouth to Portsea Island and Spinnaker Tower and long views northwards across Langstone Harbour basin towards Portsdown Hill.
- Intrusion of the built form and structures into the predominantly underdeveloped island margin and visual impact of maintenance yards on Ferry Road and the wider landscape form and development.

In the context of the relevant Policy and Landscape Character set out above we have considered the potential visual impact of the proposed new chalet in so far as it is visible from the public realm as well as potential impact on landscape character and quality.

The site is set some 60m back from the highway and can be glimpsed from the public realm only when viewed through the west gate on Ferry Road and otherwise is only visible to the public from the area of water known as Sinah Lake to the north. For this reason and given the relatively small differences between existing and proposed developments in the context of its existing neighbours there will be no significant change in respect of views available to the public either from Ferry Road or from the water.

The impact on Landscape character is similarly insignificant. The footprint of the proposed building will be broadly the same as existing. It will be very similar to the existing chalet in terms of height, scale, mass, form, roof profile and colour. The relationship to the similar neighbouring chalets on both sides, to the private access road to the south and to the shoreline and Harbour to the north will remain essentially unchanged. Accordingly the proposed chalet reinforces the existing pattern of local development and will therefore have no adverse impact on landscape character or quality.

8.0 JPA

John Pardey Architects is a Lymington based practice which has established itself as a leading designer of exceptional one off family houses with over forty national design awards including RIBA 2016 national Awards for Cheeran House and Owers House and RIBA 2012 Downland Prize for Pooley House at Sandy Point, Hayling Island: www.johnpardeyarchitects.com



POOLEY HOUSE, SANDY POINT, HAYLING ISLAND BY JPA (Images copyright James Morris)