

DESIGN & ACCESS STATEMENT

151-153 Southwood Road Hayling Island. PO11 9PY

Proposed construction of one pair of 3 bed, semi-detached houses and 2 No. two bed bungalows with access from Southwood Road.



Fig1 Aerial view of the site.

1.0 INTRODUCTION

- 1.01 This Design & Access Statement has been produced on behalf of the applicant Douglas Construction Ltd, in support of a Full Planning Application in relation to the proposed construction of one pair of 3 bed semi-detached houses and 2 No. two bed bungalows with access from Southwood Road
- 1.02 The National Planning Policy Framework (27 March 2012), Planning Practice Guidance (6 March 2014), Havant Borough Local Plan (Core Strategy) March 2011, Havant Borough Design Guide SPD (December 2011) have all been key in informing the design of the site development and the production of this Design and Access Statement.
- 1.03 This Design statement should be read in conjunction with PLC Architect's drawings and Flood Risk Assessment.
- 1.04 This application follows Planning Consent ref 13/00553 for the proposed construction of one pair of 3 bed semi-detached houses and 1No. two bed bungalow with access from Southwood Road.
- 1.05 This application seeks to make more efficient use of the development site by the reconfiguration of the rear parts in order to accommodate two, modest sized

bungalows, replacing the formerly consented but larger single bungalow. It is proposed that the design of the vehicular access and 2 No. three bed houses to the front of the site remains similar to the consented scheme.



Figs 2 & 3: Site frontage viewed from Southwood Road looking north

2.0 THE SITE

- 2.01 The site (0.087) is located within the settlement boundary of Hayling Island, on the northern side of Southwood Road, approximately 100m to the west of the junction with Nutbourne Road. The locality predominantly comprises residential properties of single and two storey height. An area of land to the rear of No 151 Southwood Road forms part of the site. Wheatlands Avenue to the north includes bungalows and chalet bungalows which form the northern boundary of the application site.
- 2.02 The site is now vacant with the former garages having been demolished in 2004. The site is now overgrown and includes security fencing to the site frontage. Rear boundaries include blockwork wall or timber fencing.
- 2.03 The site is located within an area at risk from flooding. The Environment Agency flood maps confirm that it falls within Flood Zone 2.

3.0 PLANNING POLICY

- 3.01 Policies contained within The National Planning Policy Framework (27 March 2012), Planning Practice Guidance (6 March 2014), Havant Borough Local Plan (Core Strategy) March 2011 and Havant Borough Design Guide SPD (December 2011) will apply.
- 3.02 Policies CS11.1, CS 11.4, CS 16 and DM8 of the Havant Borough Local Plan are particularly relevant.

4.0 PLANNING HISTORY.

- 4.01 Ref **01/51010/004**. Proposed construction of a two and a half storey building comprising three no. one bedroom and three no. two bedroom dwelling units at 153 Southwood Road. Permitted January 2002
- 4.02 Ref **13/00553**. Construction of one pair of 3 bed semi-detached houses and 1No.2 bed bungalow with access from Southwood Road. Permitted 27 September 2013.

5.0 SCALE

- 5.01 The immediate locality characteristically includes residential properties of single, two and three storeys. The application includes two storey houses to the front of the site and single storey bungalows to the rear. This design approach is consistent with the 2013 consented scheme.

6.0 AMOUNT AND USE

- 6.01 The application proposes 2 x three bed houses and 2 x two bed bungalows to the rear, each having the following areas:

House	No. beds	Area (sqm)
1	3	90.8
2	3	90.8
3	2	70.4
4	2	70.4

The above includes associated bin and cycle stores along with 8 No. car parking spaces.

- 6.02 This amounts to a density of approximately 46 dwellings per hectare. All units are designed in excess of current Havant and National residential space standards.
- 6.03 The amount of accommodation proposed is a direct result of the analysis of the site, recognising the adjacent building lines and scale, amenity space and associated amount of required car parking. The scale of the area, flood mitigation measures and relationships with neighbouring properties have informed the height and siting of the proposed development.

7.0 DESIGN AND APPEARANCE

- 7.01 The immediate locality characteristically includes single, two and three storey housing of varying sizes.

- 7.02 Planning consent ref 13/00553 established the potential for the application site to accommodate residential units to the front and rear without compromising the amenity of neighbouring residential properties. Situated in a highly sustainable location, the site presents a good opportunity for making most efficient use of this vacant brownfield land. The size of the consented bungalow to the rear is considered to be excessive relative to its location and the applicant considers that two, individually smaller, single storey, semi-detached units of similar height in this location would make more efficient use of the site and be more appropriate in this location provided that there was no significant impact on neighbouring amenity.
- 7.03 The application proposes a revised residential development comprising 2 x three bed semi-detached houses to the front of the site (in similar form to the consented scheme ref 13/00553) and 2 x two bed semi-detached bungalows to the rear of the site, replacing the proposed bungalow as consented under the same application. The proposed access arrangements would be similar to those covered under the previous consent.
- 7.04 The site falls within Flood Risk Zone 2 and as such the scheme design ensures that proposed floor levels are raised and flood mitigation measures are incorporated in accordance with the Flood Risk Assessment which accompanies this application.
- 7.05 The development proposals accord with the adopted design guidance and reflect the general character of the locality
- 7.06 The rear dwellings are designed as single storey with pitched roof. The overall height not exceeding that which was approved under the consented application.
- 7.07 The proposed dwellings to the front are similar in design and appearance to the consented application.
- 7.08 The proposed palette of external materials includes the following: Walls: Brickwork: Hanson Oakthorpe Red Multi. K Rend Silicone FT render finish (Cream). Roofing: Redland Mini Stonewold (Slate Grey). Windows and doors; white upvc. Fascias and bargeboards: white upvc. Hard landscaping: Marshalls Saxon paving (Natural). Marshalls Driveline Priora permeable block paving:(Charcoal). Boundaries: 1.8m high close boarded timber fencing to the rear. Rear gardens to the frontage dwellings are to be bounded by brick wall with panel fencing above (1.8m high)
- 7.09 All dwellings have access to private garden areas. Landscaping is limited to simple tree planting and low maintenance shrubs in order to ensure that future upkeep is minimised.

8.0 TRANSPORT & ACCESS

- 8.01 The proposals have been considered with reference to The Havant Borough Council Draft Parking SPD (April 2015). In this respect all dwellings are to include 2 No. car

spaces each along with secure cycle and refuse storage within garden areas. Long stay visitor cycle hoops are provided on the basis of one per dwelling.

- 8.02 Vehicular entry and frontage parking serving the 2 No. frontage dwellings will be as per the consented scheme (Ref 13/00553). There is an existing vehicular access crossing which will be utilised to serve the rear dwellings. This lies adjacent to the boundary of No. 151, however previous permissions for the site established a pattern of approved development whereby rear parking areas were accepted in this location for a far greater number of residential units (and therefore vehicular disturbance). It is therefore considered that the proposed access to serve 2 dwellings will be of low impact. The Highways Authority has previously considered the new access proposed and raised no objection. The adjacent boundary fence with No. 151 has been angled down to the front in order to improve awareness of oncoming traffic. There is good visibility and sight lines along Southwood Road and, as such there would be no unacceptable risk to existing users of the Highway network.
- 8.03 The proposed rear bungalows are to include 2 No. car parking spaces each with turning area to enable vehicles to enter and exit the site in forward gear.
- 8.04 A refuse collection point is to be located to the front of the site. All dwellings are to include secure cycle and refuse storage within garden areas.

9.0 CIL & CONTRIBUTIONS

- 9.01 A Community Infrastructure Levy payment (based upon £80.00 per square metre will be required should Planning Permission be granted. In addition a contribution of £174.00 per dwelling will be required to mitigate against the effects of recreational disturbance on the Solent Special Protection Area (SPA)

10.0 SUSTAINABILITY

The scheme seeks to mitigate negative environmental impacts through sustainable design and construction methods, resource efficiencies and provision for waste recycling. The dwellings will be designed to meet current Building Regulations standards.

The following measures are to be incorporated within the scheme:

It is proposed that the new development will generate at least 10% of energy requirement from on- site renewable energy equipment.

1) Water efficiency:

- Low flush toilets, flow regulated spray taps and shower heads

- Water efficient appliances

2 i) Sustainable Construction measures proposed, include:

- Locally sourced materials where possible
- Use of recyclable and natural materials where possible
- Use of non-toxic materials and paints
- Use of low maintenance materials

2 ii) Energy efficiency measures include:

- High insulation values
- Draught proofed windows and doors/for maximum air tightness
- Double glazed windows with low –E glass
- Insulated hot water tanks and pipes
- Light sensors/movement sensors for outdoor or communal area
- Energy efficient white goods

2 iii) Sustainable heating systems/measures to include:

- Energy efficient condensing boilers
- Low energy light fittings

Each dwelling has access to secure cycle storage, thus encouraging residents to choose this alternative means of transport.

3) Adaptation measures:

Surface water: measures to prevent increases in surface water runoff include:

- Minimising the amount of non-porous hard standing areas in favour of grass, planting beds or permeable paving

4) Layout and Design

- The design proposals are of low environmental impact
- All proposed construction materials are to be resilient
- All windows are to be openable to allow natural ventilation
- Low maintenance materials are proposed
- The simple detailing of the buildings ensure ease of construction – buildability

5) Landscaping and planting

- Drought tolerant, low maintenance, native planting is proposed

11.0 CONCLUSION

This application follows Planning Consent ref 13/00553 for the proposed construction of one pair of 3 bed semi-detached houses and 1No. two bed bungalow with access from Southwood Road.

This application seeks to make more efficient use of the development site by the reconfiguration of the rear parts in order to accommodate two, modest sized bungalows, replacing the formerly consented but larger single bungalow. It is proposed that the design of the vehicular access and 2 No. three bed houses to the front of the site remains similar to the consented scheme.

The proposed development has been designed in accordance with the National Planning Policy Framework and relevant policies contained within the Havant Borough Core Strategy and SPD.

The application proposes a sustainable solution which seeks to respect and improve the character and appearance of the local area. It will provide much needed investment and confidence to the area. The proposed provision of 4 No dwellings with appropriate levels of car parking and cycle storage will contribute to the supply of homes and thus meet local needs as part of the Havant Housing Development Action Plan.