



Tamarisk, Ferry Road, Hayling Island, PO11 0DG

DESIGN & ACCESS STATEMENT
November 2015

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Client/Applicant

Lisa Montague

Site Address

Tamarisk, Ferry Road, Hayling Island, Havant, PO11 0DG

Architect/Agent

John Pardey Architects (jpa)

Flood Risk Assesmentment

Ambiental, Science Park Square, Brighton, BN1 9SB

Landscape and Visual Impact Assessment

David Hares Landscape Architecture, 4 Northgate, Chichester PO19

Ecology

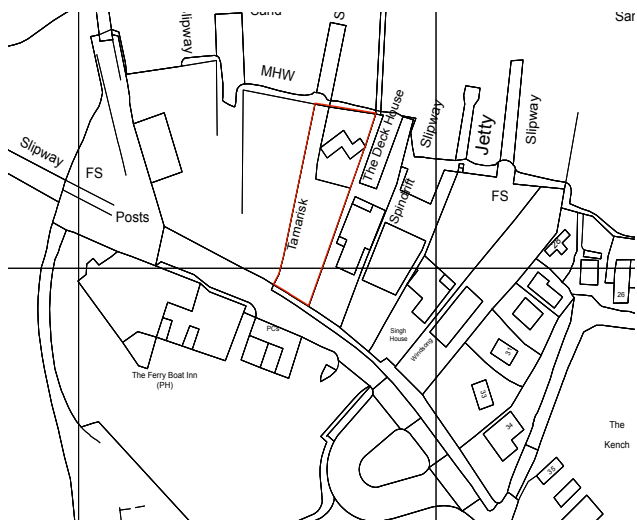
ECOSA, Flexford Road, North Baddesley, SO52 9DF

1.0 The Site and Context

The site lies on Ferry Point at the western end of Ferry Road sandwiched between the road and Harbour. The site is the westernmost of a row of five detached houses with harbour frontage. To the west lies the Langstone Harbour Board boatyard and offices. To the west and south lies the Ferry Boat Inn, public toilets and car park with Sinah Common and the golf course beyond. A little further east lies a development of holiday chalets and houseboats on the fringes of a small intertidal inlet and local nature reserve (LNR) known as the Kench.

The existing modest single-storey house sits well back from the road, toward the north of the site behind a low sea wall. The cluster of neighbouring houses sit back some 12 metres from Ferry Road behind 2m high walls with gated entrances and are loosely contemporary in style. The closest two have been rebuilt over recent years. Across the boatyard to the west lies the distinctive blue metal-clad Langstone Harbour Board boatshed and offices.

The site is some 50 metres long and narrow, slightly wedge shaped but about 15 metres wide on average, so has an area of some 0.07 HA. It has a chainlink fence and gates to Ferry Road and a tall concrete panelled wall along its western boundary to the boatyard. Onto the harbour, it has a slipway situated between the Hampshire County Council pontoon to the west and a privately owned pontoon serving the neighbouring house immediately to the east.



OS Map of Tamarisk and its surroundings. Plot boundary identified with red line



Aerial view of site. Source: Google maps



View of site from Ferry Road. Source: Google maps

2.0 Location & Character of the Local Area

The site falls within Character Area 126 (South Coast Plain) and Hayling Island Local Character Area 34 (Sinah Common and the Kench). The site and wider landscape context including Sinah Common, the Kench and Langstone Harbour are not subject to any statutory landscape designation.

The character of the area is dominated by the large LHB facility and associated activity, the much extended Ferryboat pub and car park but most of all by Langstone Harbour itself. Langstone harbour is a Site of Special Scientific Interest (SSSI), part of the Chichester and Langstone Harbours Ramsar and Special Protection Area (SPA) site, and included in the Solent Maritime Special Area of Conservation (SAC). The harbour is rich in wildlife and is home to many protected species including the little tern, brent goose and harbour seal.

Until early 2015 when it ceased operation there has been a long-established passenger ferry service from the nearby Hampshire County Council owned pontoon to Eastney in neighbouring Portsmouth which gave the area its name. The LHB facility provides a range of services to harbour users including storage and launching for small craft many utilising the nearby water-ski area. The large public slipway and pontoon offer good access to the water for users of commercial and pleasure craft. The area supports a thriving fleet of local charter fishing boats and provides on shore storage for a large number of tenders serving vessels on swinging moorings. Activity in the area, both on and off the water, is relatively low during the winter period but increases significantly during summer.



Bird's eye of site looking east. Source: Bing maps.



View looking south from Sinah Lake



View looking south-east from ferry pontoon

2.0 Location & Character of the Local Area



View looking west from Ferry Road



View looking east from approach to ferry pontoon ganway



View looking north from pub car park

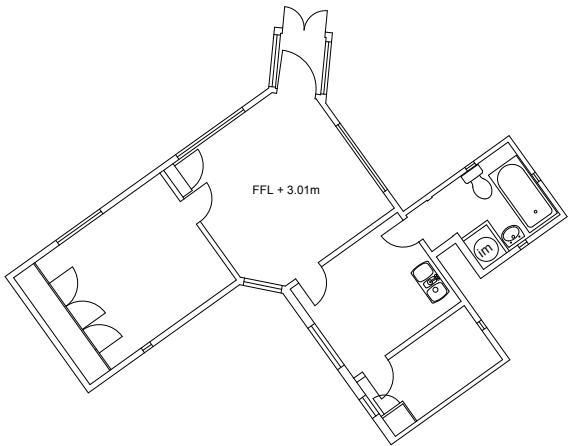


View looking east from the Ferryboat

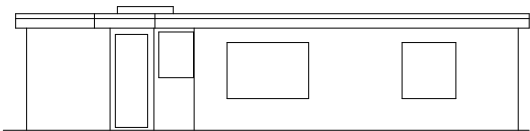


View looking east from the Run

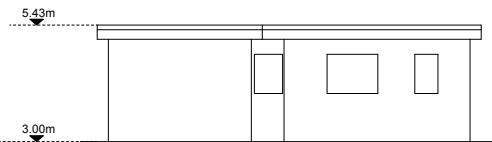
3.0 The Existing Building



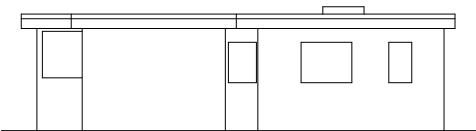
GROUND FLOOR PLAN - EXISTING
SCALE 1:50



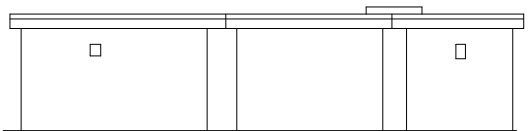
NORTH ELEVATION - EXISTING
SCALE 1:50



EAST ELEVATION - EXISTING
SCALE 1:50



WEST ELEVATION - EXISTING
SCALE 1:50



SOUTH ELEVATION - EXISTING
SCALE 1:50



Drawings and Photographs of the existing building to be demolished

4.0 Planning 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). For Development Plan purposes the site is located within the open countryside and National Planning Policy Framework policies on housing in rural areas applies.

The application site is subject to Policy DM9: Development in the Coastal Zone, of the Havant Borough Core Strategy 2011. This seeks to ensure that new development does not harm nature conservation (within the Chichester and Langstone Harbour SSSIs and SPA, Solent Maritime SAC and Ramsar site, or any SINC's and Local Nature Reserves), the natural beauty of the landscape, or the appearance and distinctiveness of existing settlements and landmarks along the coast. Policy DM9 requires that new development contributes positively to the landscape, has regard to best practice in the design of new buildings in coastal locations and are not detrimental to infrastructure or safety of navigation. A Landscape and Visual Impact Assessment accompanies this application and provides a detailed analysis of the potential impact of the proposed development on landscape with regard to national and local Policy context. Both HBC and LHB were consulted to agree viewpoints for the survey.

Whilst the site itself has a relatively low ecological value an ecology report accompanies this application and recognises the proximity of the designated site and specific measures that will be adopted to minimise the potential for any adverse impact on protected species or on the designations including scheduling of works to avoid disturbance to breeding and overwintering birds. Natural England will be consulted in due course as Statutory consultee.

CS16 of the Core Strategy applies and is supported by Havant's Design Guide SPD which identifies seven key principles in design: 1. Distinctive character; 2. Ease of Movement; 3. Good legibility; 4. Good continuity and Enclosure; 5. Good Quality Public Realm; 6. Diversity and Detailing; 7. Adaptability and Sustainability.

The proposed dwelling will provide parking space for at least 3 cars and 2 cycles as required under the Adopted Residential Parking Cycle Provision SPD 3 for new dwellings with 4 or more bedrooms. The proposed development is in accordance with the proposals for Ferry Point under the Hayling Seafront Masterplan (April 2008, adopted June 2012).

The site is within the Coastal Zone and Flood Zones 2 and 3 and accordingly a Flood Risk Assessment accompanies this application which identifies measures to address the risks identified. The ground floor level of the new dwelling is raised from 3.1 to 3.7m above Ordnance Survey Datum. The sea wall is repaired and raised to 3.3m AOD and a wave deflector added. The sea wall on the east flank of the slipway is replaced by a concrete wall which links to the sea wall and is lowered to 3.7m AOD. The removable barrier at the head of the slipway will be improved and raised to 3.7m AOD. The upper floor is at 6.7m AOD providing a safe refuge. Materials and services will be designed to address flood risk. Owners will be encouraged to sign up to the EA Flood Warning Service and establish an evacuation plan. The Environment Agency will be consulted in due course as Statutory consultee.

In 2011 the site was subject to an outline application by the previous owner for a replacement two-storey four-bedroom dwelling which was withdrawn prior to determination (APP/11/00129). The Deck House immediately to the east was granted planning consent in 2003. The next house to the east, "Spindrift" was granted consent in 2009. Since that time, the character of the area has altered very little although planning policy has developed.

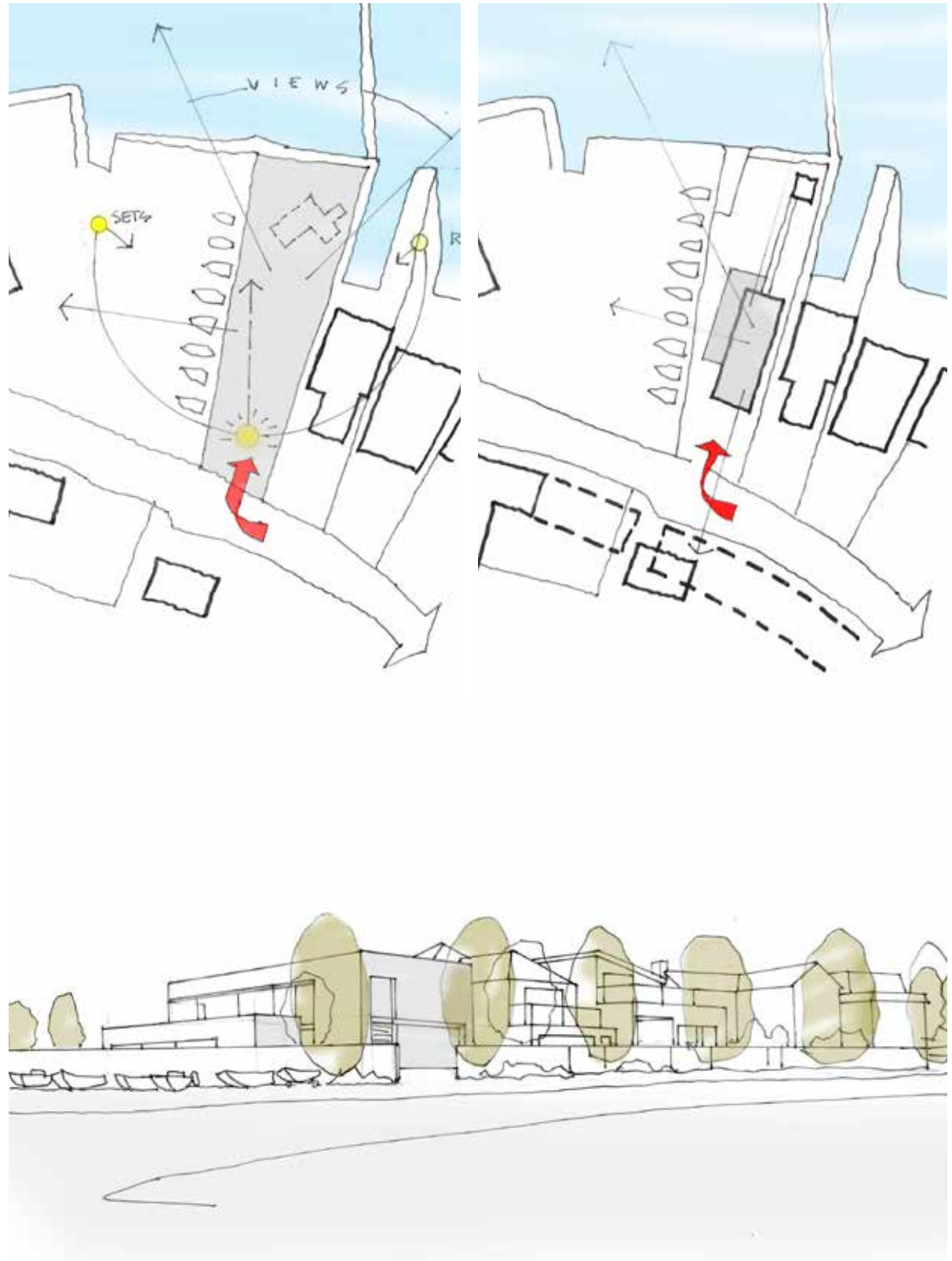
We believe early engagement with the local planning authority is valuable to inform the design process and minimise potential problems later on. We chose to utilise the pre-application procedure as we were keen to establish the general principle of a contemporary two-storey family dwelling on building lines established by the neighbouring houses to the east. On 20th May 2015 a formal submission was made to the local planning authority requesting pre-application advice (HBC Ref GEN15/00571). A meeting was held on site with the appointed case officer Daphney Haywood and formal written pre-application advice was issued on 11th June 2015.

5.0 Design Concept

Our brief was to create an architecturally outstanding family home on this unique site overlooking Langstone Harbour. The design is driven by the desire to reposition the house further from the water to more sensitive building lines established by the cluster of detached houses to the east and the LHB building to the west. The house will be raised in response to flood risk and a second storey introduced further reflecting the built form pattern along the north side of Ferry Road. We propose to provide family accommodation with a gross internal area of approximately 270sqm whilst minimising the building footprint, maintaining good access to the water via the existing slipway and encouraging outdoor living.

Rather than occupy the full width of the plot as most of the existing houses do, we propose a 'narrow' frontage of approximately seven metres in width set to the east of the plot. A single-storey side projection on the west flank, set further back from the road and splayed to follow the line of the western boundary, provides a terrace at first floor and sheltered outdoor space below. The house will have an integrated garage to the front, bedrooms and ancillary spaces at ground floor, while primary living accommodation and master bedroom are at first floor to maximise harbour views.

The design is contemporary, low energy, sustainable and reflects the highest standards of design. We will use high quality, robust natural materials that will weather well in this exposed coastal location – dark brick with contrasting white stained timber above, combined with high quality detailing. The house will be highly insulated and employ renewable energy including a photovoltaic array located on the flat roof hidden from the public realm behind parapet walls.



Initial concept sketches

6.0 Design Development

The design has been developed with regard to the pre application response from Havant Borough Council. A Flood Risk Assessment was undertaken to establish appropriate floor levels for the new house and sea wall and other measures to mitigate against potential impacts. A Landscape and Visual Impact Assessment was undertaken to assess the potential impact of the proposed development on landscape with regard to national and local Policy context and as a result the planting proposals were adjusted to include trees to mitigate the loss of those being removed. An ecology report was also commissioned which guided aspects of the design with potential impact on nature conservation in the context of the adjacent designated sites.

The design was developed in two and three dimensions in the light of the initial brief and subsequent consultations and in conjunction with a detailed analysis of the local context. Floor plans, site layout, boundary treatment, landscape and material specification have been developed as a coherent architectural whole.



Design development model views

7.0 Design Proposal

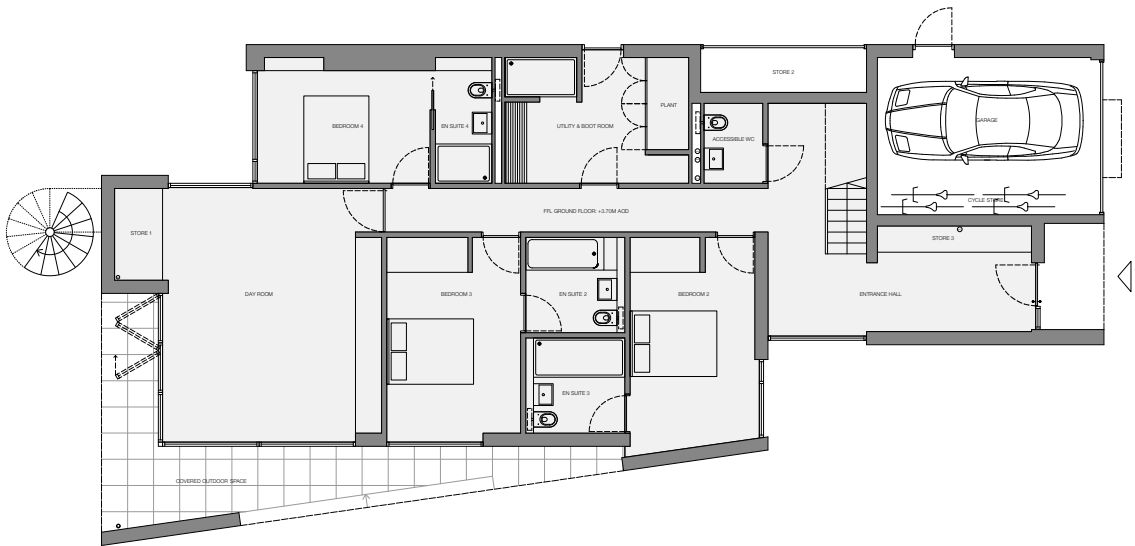
A new boundary fence replaces the existing concrete post chain link fence on the southern boundary to Ferry Road. New entrance gates replace the existing steel frame chain link gates. Both the new fence and gates will match the height and position of the existing and will be clad in vertical timber board in a “hit and miss” arrangement to allow light and air to permeate.

The gates open onto a driveway providing a vehicle turning area and parking for three cars. New shrub planting and a tree in the south west corner are proposed to mitigate the low value vegetation to be cleared from the site.

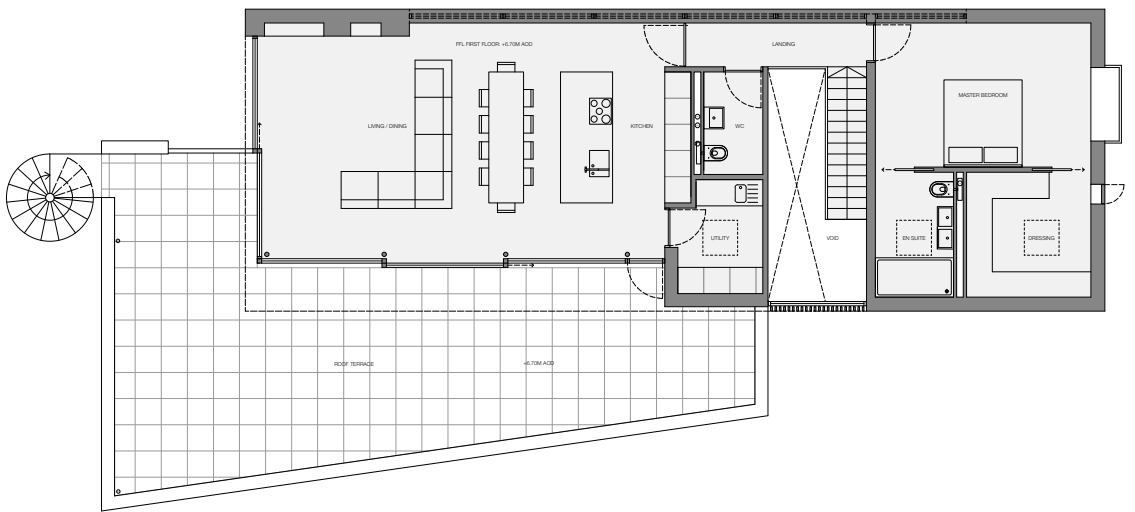
The natural iroko front door is generously recessed to provide a welcoming and sheltered point of arrival. Inside, the lobby contains an integrated coat store and opens out into a double height stair well with full height glazing with external vertical timber louvres finished to match the cladding which will combat solar gain. The lobby extends to form a corridor giving access to three bedrooms each with en suite bathrooms. An external door to the combined utility/boot & shower room provides a “wet” entrance for outdoor activities. The corridor terminates at a large family day room with storage and secondary kitchen, views across the harbour and sliding-folding doors giving access to the rear garden terrace.

The staircase arrives at a first floor landing with WC and open plan kitchen-dining-living space to the north and master suite to the south. The master suite has an en suite bathroom and separate dressing room. A large oriel window provides views toward the eastern Solent and Isle of Wight.

The kitchen lies to the back of the open-plan living space with a separate utility/larder room behind. High-level clerestory windows on the east elevation run the full length of the space bringing in light, providing ventilation whilst preventing overlooking of the neighbouring site.



Ground floor plan

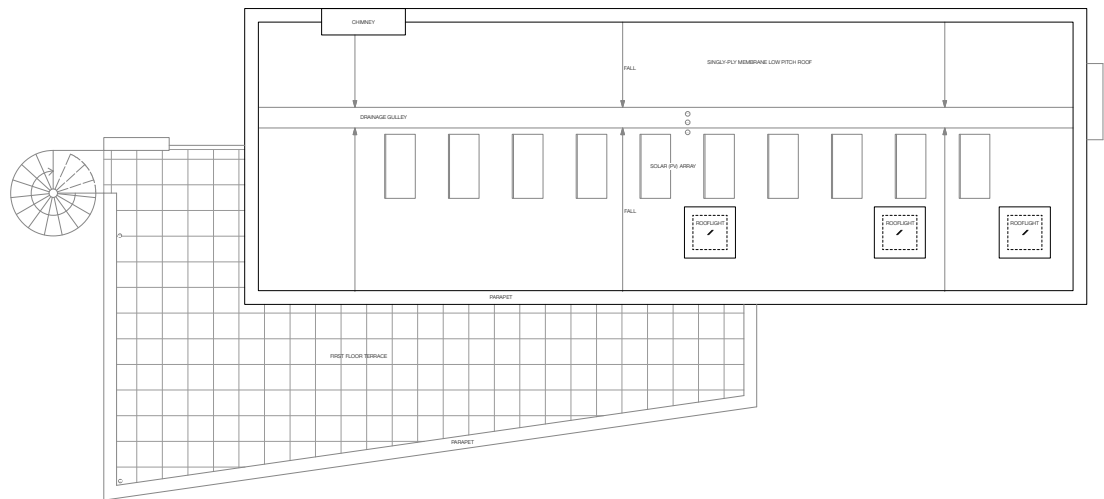


First floor plan

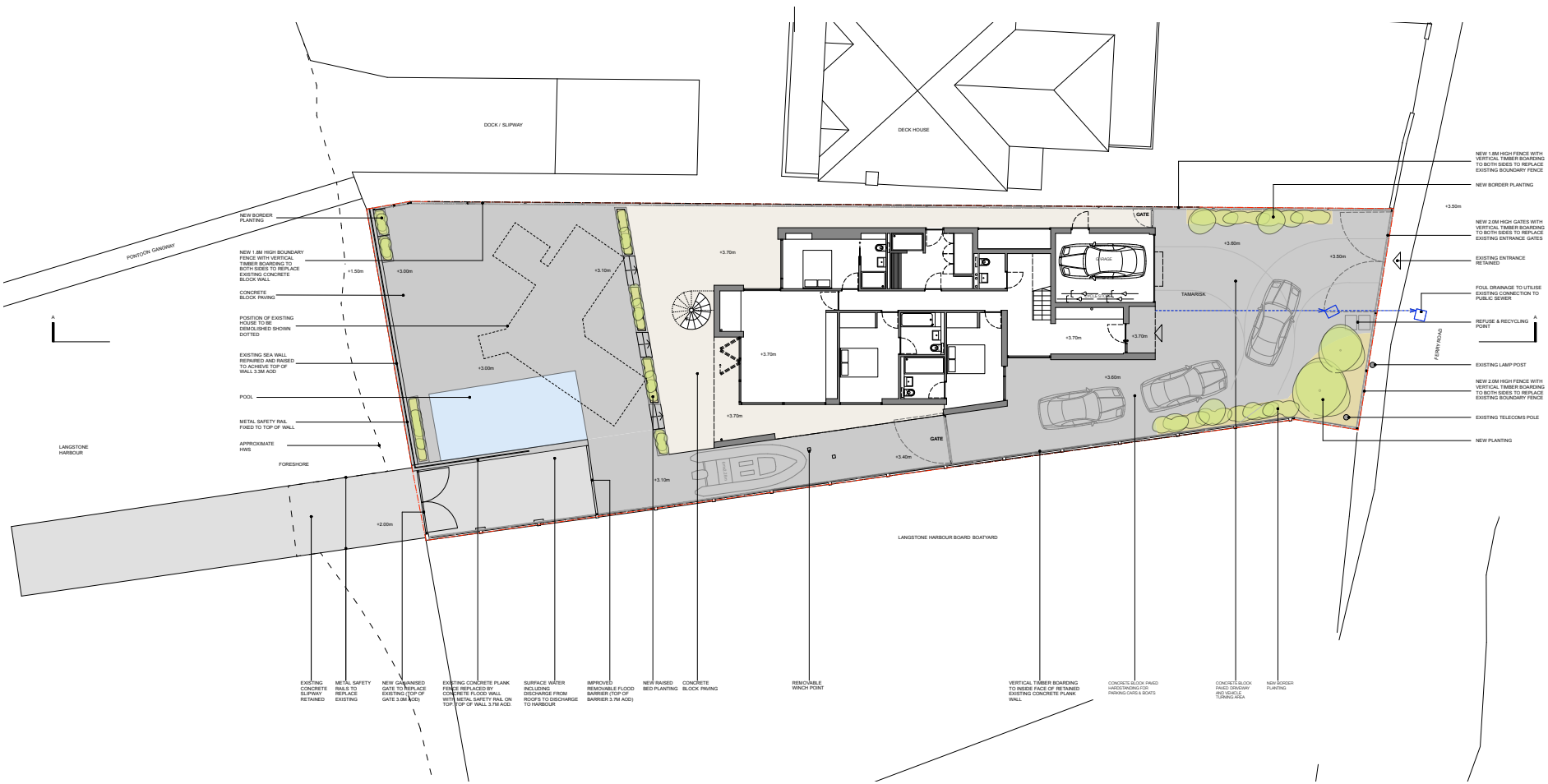
7.0 Design Proposal

Full height glazing wraps the space on two sides to give views across the harbour to Portsdown Hill in the north and Portsmouth in the west. On the west side the glazing is set well back from the boundary and protected from rain and solar gain by a generous roof overhang.

Sliding doors open onto a large external terrace with glass balustrade providing shelter from the prevailing wind. From the terrace a steel and glass spiral stair descends to the garden terrace. A brick chimney serves a wood-burning stove in the living space, anchors the building to the site and, together with the spiral stair, provides a vertical counterpoint to the predominantly horizontal forms.

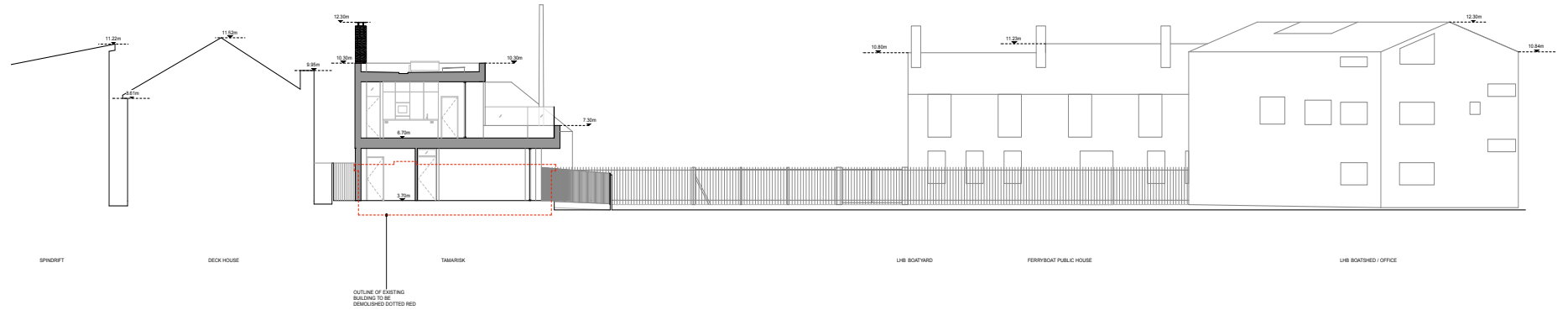
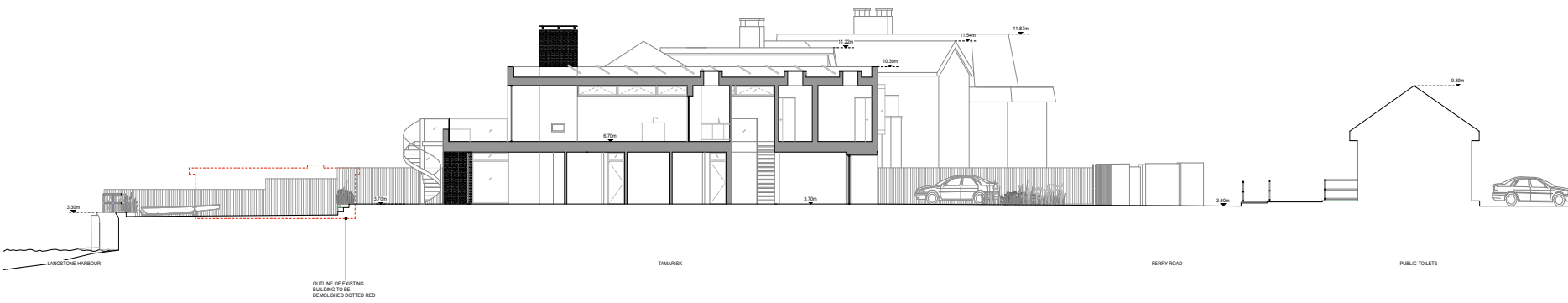


Roof plan



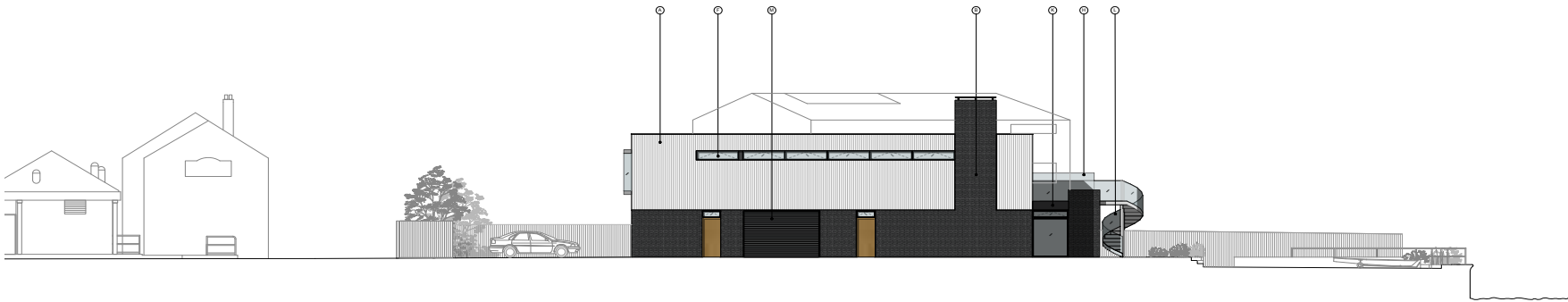
Site plan

8.0 Design Proposal: Sections

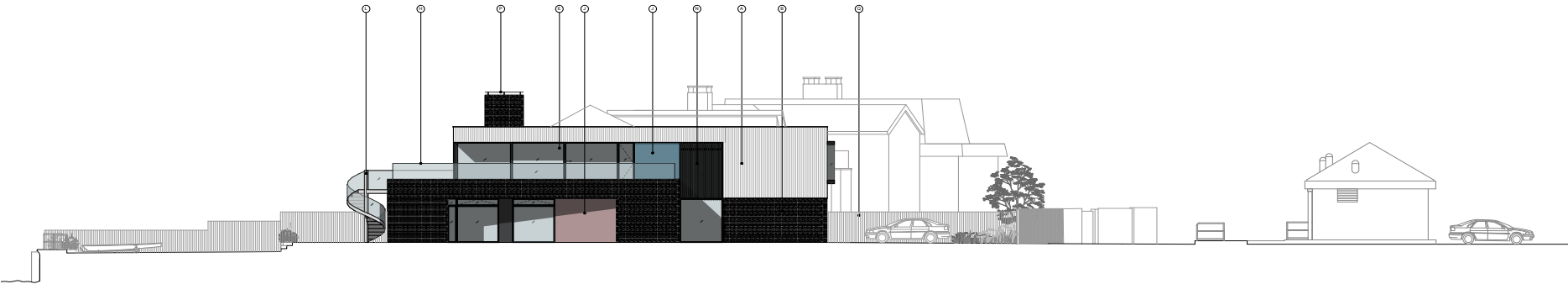


Site sections looking east and south

9.0 Design Proposal: Elevations



EAST ELEVATION

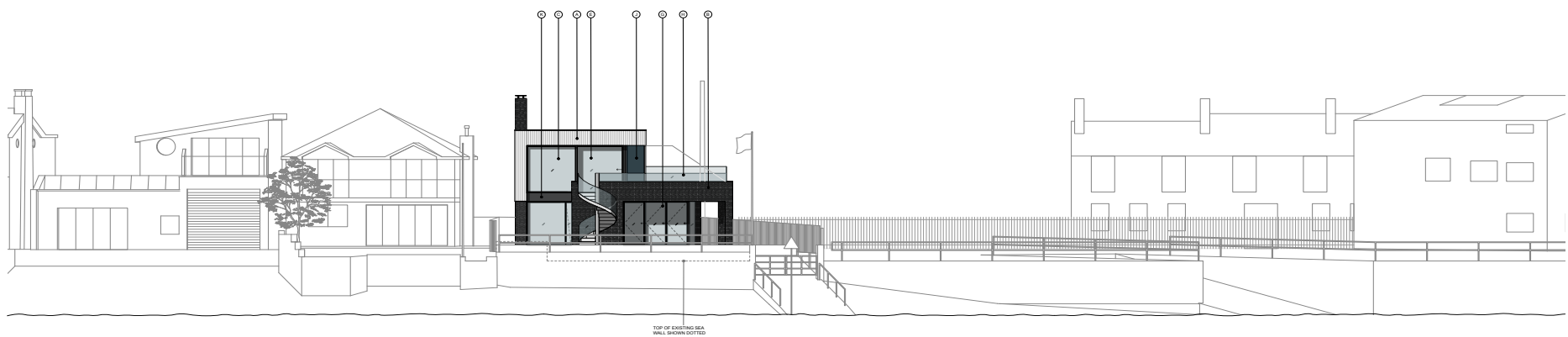


WEST ELEVATION

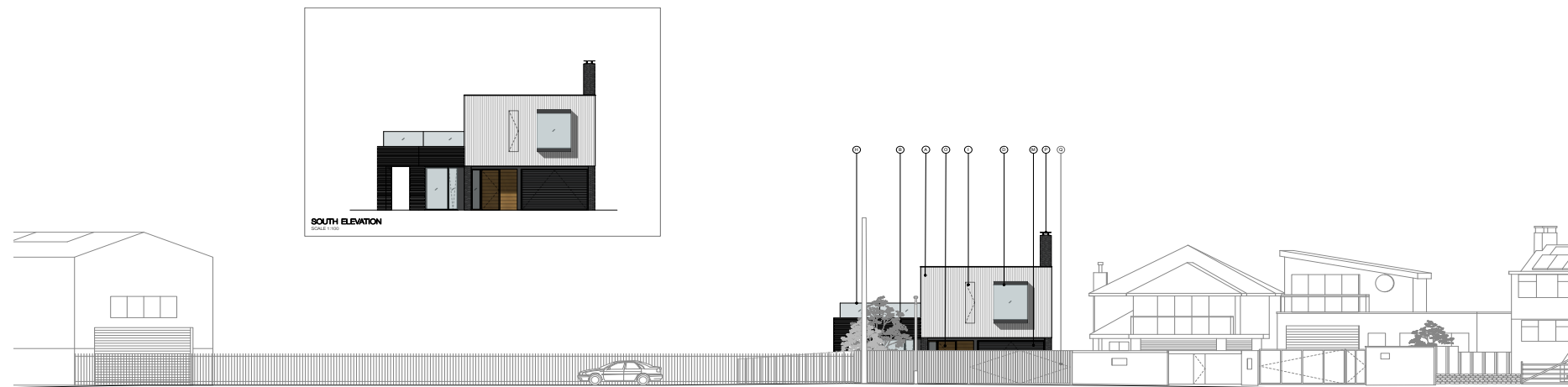
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East and west elevations

9.0 Design Proposal: Elevations



NORTH ELEVATION



SOUTH ELEVATION

North and south elevations

10.0 Design Proposal: View looking east



10.0 Design Proposal: View looking north east from Ferry Road



10.0 Design Proposal: View looking south from Sinah Lake



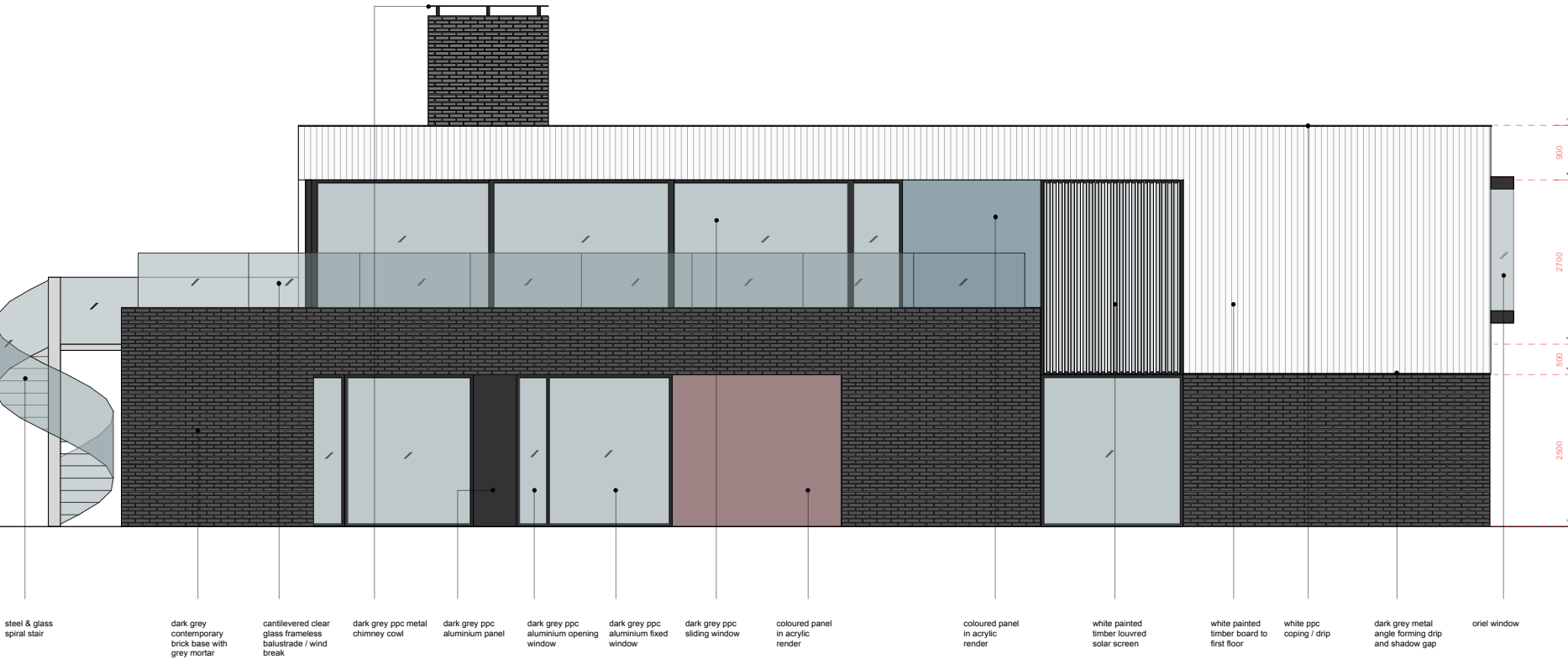
10.0 Design Proposal: View of interior looking north towards Portsdown Hill



11.0 Design Proposal: Materials

The proposal utilises a carefully limited palette of well detailed robust natural materials that will weather well in this exposed coastal location.

Ground floor walls and chimney are in dark grey brick. The first floor walls are clad in white stained vertical timber board with coloured acrylic render infill panels. These contrasting materials articulate the arrangement of primary volumes and reduce the visual bulk of the house to give a vibrant abstract composition. The front door is oiled iroko for its durability and rich colour. Other external door and window frames are dark grey aluminium. External paved areas will be concrete block in two tones of grey.



12.0 Design Proposals: Landscape

The existing landscaping on the site comprises a mix of large concrete slabs, concrete block paving, grass and shrubs, small trees and hedging and other vegetation of relatively low value which will be cleared.

The landscape proposals are designed to be low maintenance and suitably robust for the exposed marine location. These proposals introduce new planting and hard landscaping of improved quality with the aim of encouraging outdoor living, promoting the use and storage of boats and watersport paraphernalia and providing the required car parking and turning space.

At the front there is hard landscaping in concrete block for parking and turning. Here planting comprises one or more new trees in the south west corner and predominantly native shrub planting around the borders.

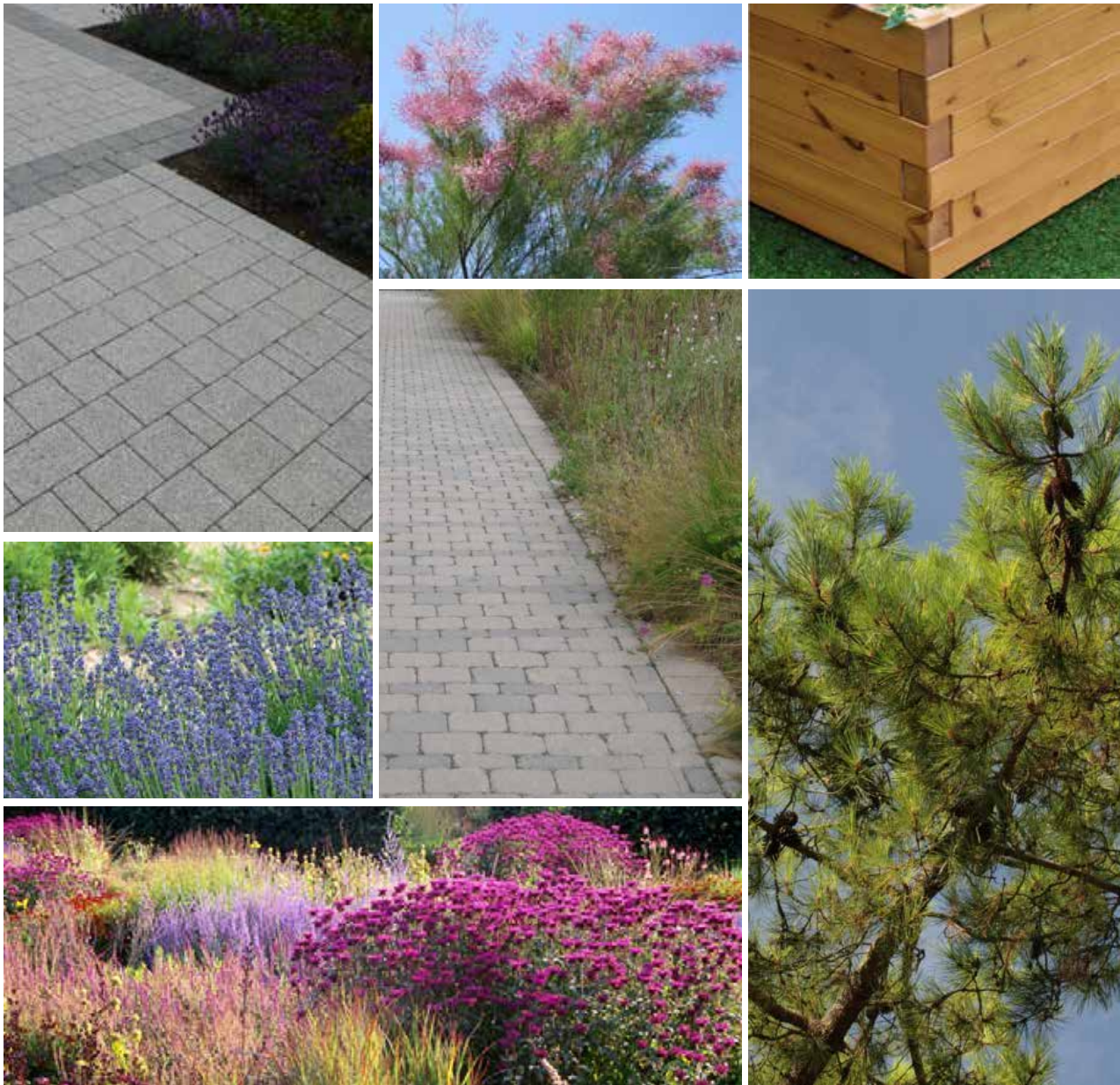
Flanking the house on the west is a thoroughfare paved with concrete block providing access to the slipway for launching, recovery and storage of boats.

Towards the sea wall the north facing rear garden will contain a small bathing pool, garden terrace and boat storage area paved with concrete blocks. Towards the house is a paved terrace at the raised level of the ground floor. Planting here is generally limited to raised beds for ease of maintenance.

All new planting will be predominantly native hardy shrubs and ornamental grasses providing informality, colour, softness and movement - a natural counterpoint to the architectural forms.



Views of existing garden



Proposed landscaping and planting

13.0 Sustainability

Materials will be obtained from local sources where possible. Timber and timber products will be sourced from sustainable managed forests. Insulation material will be CFC and HCFC free. Water based paints will be used where possible. Coatings and preservative treatments will be factory applied wherever possible.

At the design stage and during construction efforts will be made to minimize the volume of material in the new construction. Waste and energy consumption will be minimised and renewable sources of material and energy used where practical.

The building's external envelope will be highly insulated and detailed to minimize air leakage thus achieving low U-values and minimal heat loss and reducing the energy required for space heating.

Windows will be thermally broken with high performance double-glazed units with low E coatings and argon filled cavities to achieve excellent U-values.

An array of photovoltaic panels on the upper roof, which will not be visible behind the roof parapets, will generate renewable electricity.

An air source heat pump will use the electricity generated to provide hot water for efficient low temperature under floor heating. Domestic hot water will be stored in a large capacity hot water cylinder also charged from the heat pump via a heat exchanger and supplemented by an electric immersion heater when required.

A wood-burning stove provides supplementary space heating to the primary living space on the first floor.

Water use will be kept to a minimum through the use of dual flush 6/4 litre WCs and spray taps to sinks & wash hand basins in accordance with the guidelines set out in 'Water Efficiency Calculator for New Dwellings'.

A dedicated refuse and recycling storage area close to the entrance gates provides efficient on site waste management and road side collection.



Photovoltaic array hidden behind parapet on upper roof



Wood-burning stove to primary living space



Air-source heat pump linked to pv array

14.0 Utilities

The existing site is connected to mains water, electricity and foul sewer. Rainwater from the existing roof discharges onto the ground and then into the harbour together with all surface water on the site. There is no mains gas connection. The existing house has a telecoms connection to the pole located in the south west corner of the site.

The new dwelling will utilise the existing connections for water, electricity and foul water drainage and rainwater will continue to discharge into the harbour. The nearest gas main is 1.2km to the east so a mains gas connection is not viable. The new house will have a telecoms connection to the existing pole.

15.0 Access

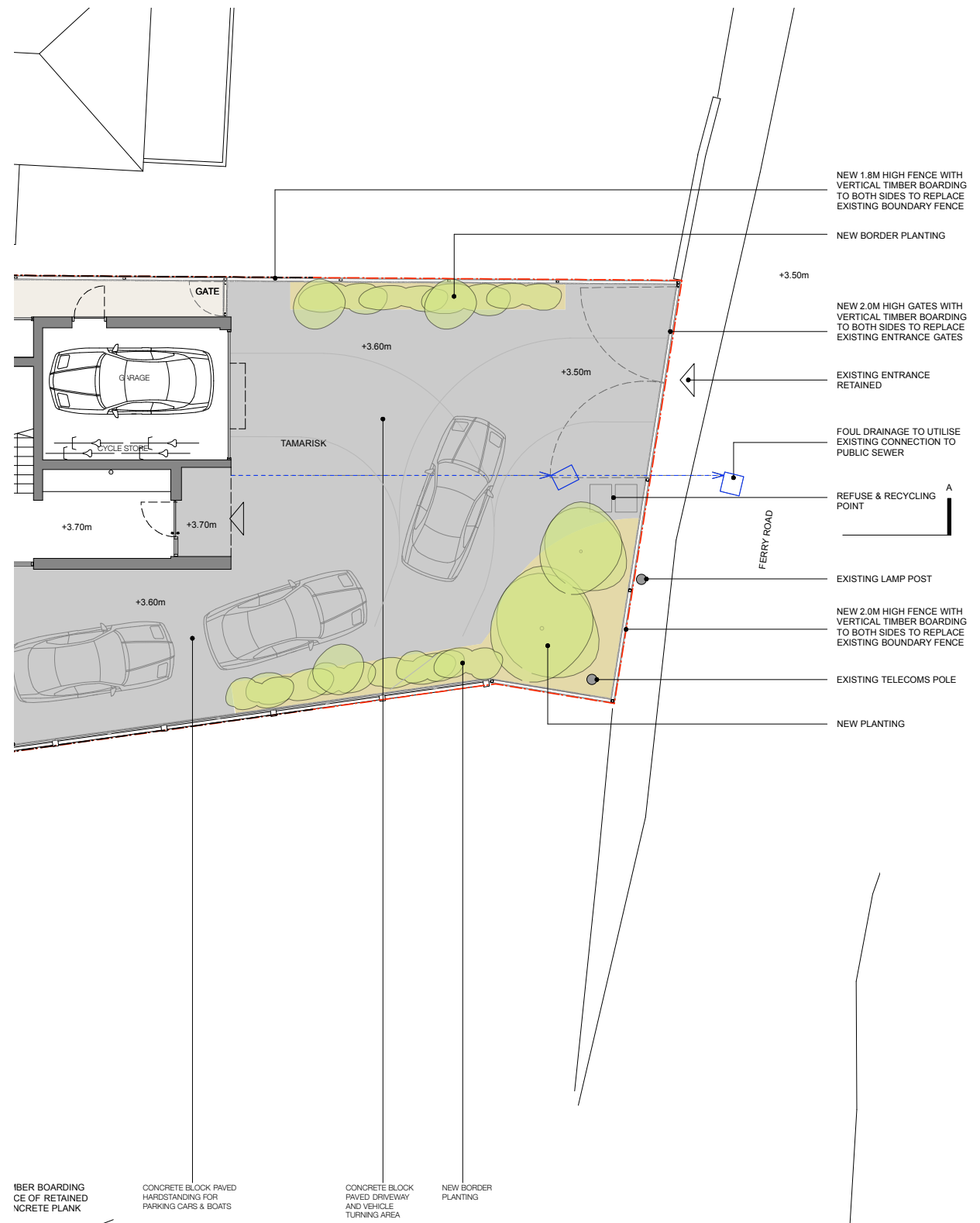
The site is accessed directly from Ferry Road. The existing entrance arrangement is retained but we propose to add automatic gates and introduce concrete block paving to form a hardstanding/forecourt in front of the house which will improve pedestrian and vehicular access. The forecourt leads directly through to the integrated single garage with automatic vertical roller door and a dedicated space for storage of four bicycles. The hardstanding provides parking space for a minimum of two additional cars plus a turning area to allow cars to exit the site in forward gear.

The forecourt leads to a front door with a level threshold providing easy access into the entrance level lobby with ambulant disabled compliant WC facility.

The site is located within 30m of a bust stop offering easy access to the public transport network and local shops. Havant bus and train stations are some 12km away.

The site has a private slipway accessible at all states of tide providing direct access by RIB or other small vessel to harbours, ports and marinas throughout the Solent and beyond.

The site is favourably positioned to take advantage of the foot and cycle passenger ferry service to Portsmouth should it resume in the future.



Plan showing foul sewer connection, access layout, parking & cycle store, vehicle turning, refuse & recycling store

16.0 Who We Are



• Trewarren House, west Wales. RIBA Award 2013 and Gold Medal Award for Architecture in Wales 2013.



• Watson House, Boldre, Hampshire RIBA Award 2011. Finalist for the RIBA Manser Medal 2011.



• Hind House, Wargrave. RIBA Regional Award winner 2009. Finalist for the Stirling Prize
Stephen Lawrence Award 2009 and the Grand Design's Best New House in Britain Award.

John Pardey Architects have established themselves as one of Britain's leading practices in housing, with thirty-nine national design awards, including:

- The Hind House (2008) in Wargrave was shortlisted for the Stephen Lawrence Award for the best new building under £1M in the 2009 Stirling Prize Awards. It won an RIBA regional Award in 2009.
- The Pooley House won the RIBA 'Downland Prize' in 2012.
- The Watson House won an RIBA Regional Award in 2011 and was shortlisted for the RIBA 'Manser Medal'.
- John Pardey Architects were voted as one of Britain's top ten practices for one-off houses in Grand Designs magazine 2012.
- The Trewarren House in Pembrokeshire won an RIBA Regional Award in 2013 and the Gold Medal for Architecture in Wales.

