Land at Station Road, Hayling Island

Design & Access Statement

July 2015

BARRATT HOMES

“Good design is a key aspect of sustainable development, is indivisable from good planning, and should contribute positively to making places better for people”
(NPPF paragraph 56)





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BARRATT HOMES

Introduction

Overview

This Design and Access Statement (DAS) has been prepared to support a planning application by Barratt Homes for residential development on land north of Station Road, Hayling Island with 76 new family homes and 8 No. small light industrial units (B1 use class) within 1no. new building providing a total floor area of 1000sqm.

In December 2013 outline planning permission was granted on the site for a mixed-use development comprising up to 59 dwellings and 1,250sqm of light-industrial accommodation.

The National Planning Policy Framework (NPPF) prioritises sustainable development and states: “At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.”

Suite of documents

The DAS is part of a suite of documents which make up the planning application, and it should be read in conjunction with those documents. Where appropriate the various elements of the application have been cross referenced within this DAS.

Vision

Barratt Home's vision is to create a mixed use development of commercial and residential units whilst creating a new place which has a sense of distinct character.

The Barratt Group of companies has a publically stated commitment to achieving the Building for Life 12 standard on all designs. Our underlying design objective has been to create a place that is attractive, functional, sustainable and durable. This accords with the ethos of the NPPF, Building for Life 12, and the approved outline masterplan for the development.

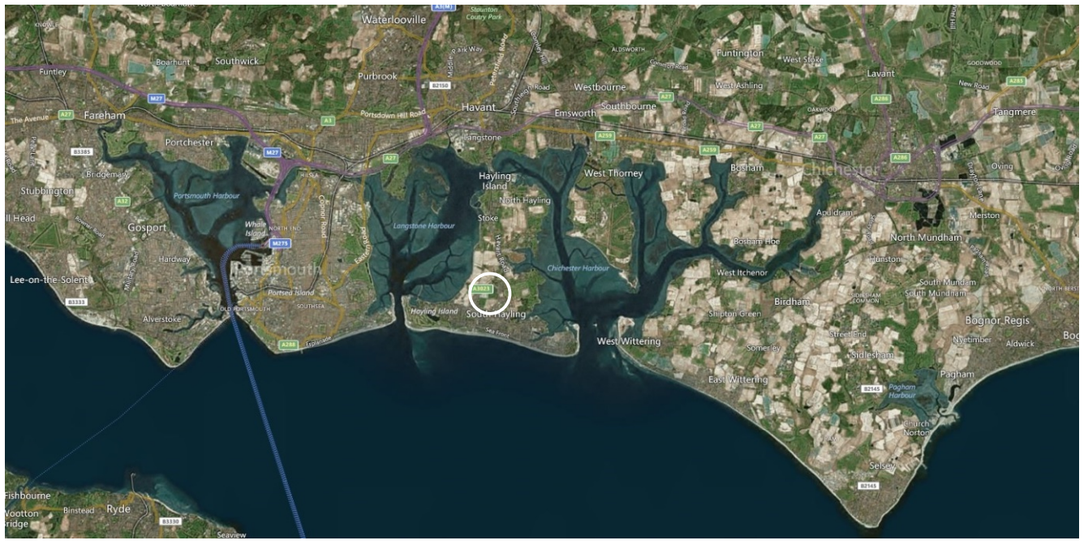
Structure of the document

The content of the document follows the advice given in Design and Access Statements: How to write, read and use them (CABE 2007).

Section 1 outlines the wider social, political and physical context of the development. It sets out the key planning policies and guidance impacting on the design aspects of the scheme and shows how it conforms to the principles of the local development plan. It includes an analysis of the existing physical characteristics (street types and architectural detailing) of the local area the development site itself, explaining on how this has shaped the proposal. It also demonstrates how localism and public consultations have informed the design outcome.

Section 2 sets out our vision for the scheme, and the strategy that underpins the design. It outlines the established design principles which have been used, and demonstrates how the design responds to the wider context analysis set out in Section 1. It also discusses the environmental and sustainability issues which have also shaped the design as it has evolved.

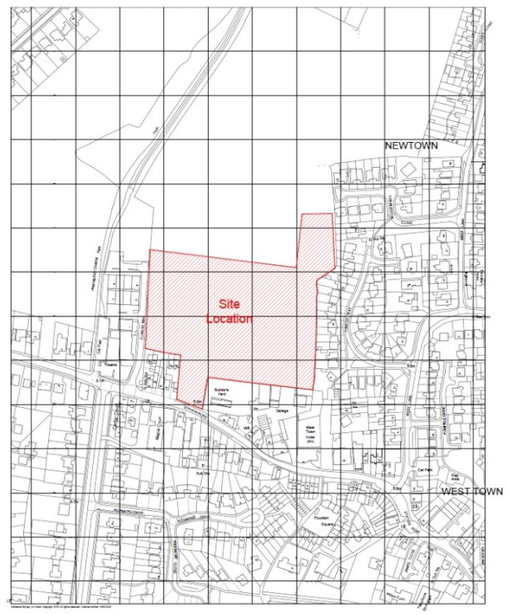
Section 3 explains the design in relation to the Building for Life 12 tool. It is structured to illustrate the specific design response for this site, using the key factors outlined for the delivery of good places to live in Building for Life 12. This in turn is a direct response to the NPPF guidance on design quality and is informed by the Government's commitment to build more homes, better homes and places, and to involve local communities in planning them.



Site Location in relation to Portsmouth, Havant, Chichester and the M27/A27 motorway.



Site Location plan



OS Plan of surrounding area (Licence number 100022432)

Site and Surroundings

The Site

The application site is located at the northern edge of West Town in South Hayling and occupies part of an arable field, approximately 2.4 hectares in size. Located to the north of Station Road and east of Furniss Way, the site consists of a broadly rectangular parcel of land with an additional strip of land extending southwards to Station Road on the south western corner. The site contains little vegetation of note, apart from several mature trees located around the peripheral edges. The northern boundary is not defined by any physical features, beyond which lies an area of arable farmland. The existing 20th Century residential developments at Chesterton Close and West Lane lie to the north-east. The Hayling Billy Trail, a public right of way running along the disused railway, is located to the north west of the site. The eastern site boundary is marked by a 1-2m wide ditch, beyond which lie the rear gardens of properties at Dances Way, which are approximately 12-15m deep. The properties on Dances Way are predominantly two-storeys high, although three dwellings to the south east of the site are single storey bungalows. The adjoining property boundaries are mostly defined by wooden fences of varying heights and designs.

The eastern part of the southern boundary adjoins a builder's yard and a garage which incorporates an area of hard standing and a number of single storey concrete buildings, which present a blank elevation to the site. A metal palisade security fence, approximately 2m in height, defines the remaining site boundary. Two mature trees can be found towards the eastern end of the southern boundary.

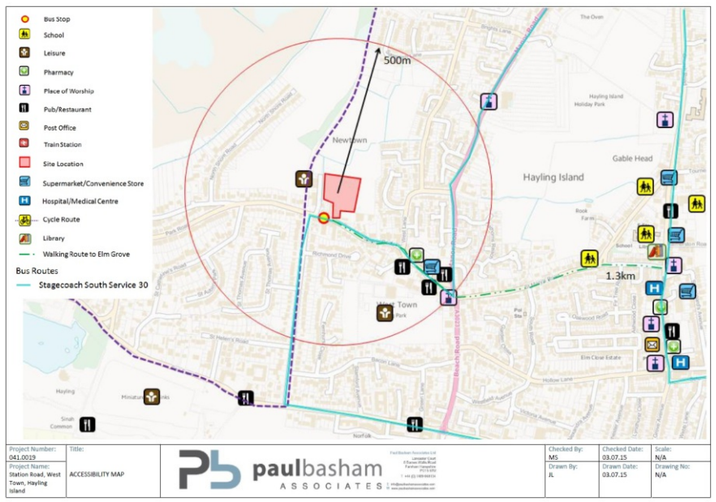
The western part of the southern site boundary adjoins the rear gardens of residential properties accessed from Station Road, the boundaries of which are defined by close-board wooden fences.

The western boundary is marked by a 1m wide ditch, beyond which lies a poorly maintained 2.5-4m high hawthorn hedge and Furniss Way. A number of industrial units associated with Hayling Billy Business Centre are situated along the western side of Furniss Way. The parcel of land north of the industrial buildings is currently being used as an informal/unofficial off road cycle facility (bmx track) and Station Theatre is located to the south of the units.









Photographs of surrounding area and Accessibility Plan.

Surrounding Area

Hayling Island

Hayling Island is located off the south coast of England, in Hampshire. Hayling Island is a true island, completely surrounded by sea. Looking at its north to south orientation, it is shaped like an inverted T, about 6.5 kilometres long and 6.5 kilometres wide. Hayling Island is separated from the mainland by a narrow channel known as Sweare Deep. The island is accessible from the mainland by Langstone Bridge which is traversed by the A3023. A small passenger ferry connects it to the neighbouring island of Portsea where the city of Portsmouth is located. To the west is Langstone Harbour and to the east is Chichester Harbour.

Halfway along its four-mile length the island is almost cut in two at the point where Mill Rythe, a narrow inlet, comes in on the east side from Chichester Harbour. The southern part of Hayling is the area best known by holidaymakers, and is a combination of town and country with the agglomerated settlements of West Town, Gable Head and Eastoke within easy reach of fields, farms, woods and the sea. The island's main attraction is its coastline, where Beachlands covers over 100 acres of land between the sea front and the shore incorporate a variety of unspoilt grassy dunes, gorse, wild flowers and bird life.

Station Road

In terms of geographical location, the site is well located in terms of pedestrian accessibility to a range of local amenities and facilities. Station Road has a mix of commercial premises along its length, offering a range of local amenities including a Tesco Express, a grocers, a pharmacy, a butchers, takeaways, pubs and restaurants, all of which are within walking distance of the site. Hayling Park playing fields and Hayling Island community centre are located to the south of Station Road and offer a number of sporting and leisure activities, such as football, tennis, cricket and bowls.

Unlike the villages located in the north of Hayling Island, where a predominantly green and rural environment can be observed, the areas of South Hayling are distinctly more urbanised, with greater building densities and fewer street trees.

The wider area of West Town is generally characterised by low density development, with detached houses set within substantial plots a common feature. The physical nature of the streetscape also varies considerably, from linear, formal avenues to loose grids of connecting roads, crescents and cul-de-sacs. West Town reflects the 'urbanised' trend associated with South Hayling, exhibiting a diverse range of architectural styles significant to the periods of their construction. For example, pre-19th Century cottages, Victorian and Edwardian villas, and 20th Century in-fill development can all be seen within the street scene. Station Road forms the principal vehicular route through the local area, and although the original character of the area has been eroded over the years, the urban form of Station Road reflects its original character.

This sinuously meandering route is enclosed by an informal arrangement of buildings that depict a diversity of architectural periods, and a number of mature trees retain elements of the area's historic setting. Buildings within the local area reflect the periods of their construction. A range of detached and semi-detached properties ranging in height from 1 storey bungalows to 3 storey Victorian villas, are generally constructed of red and orange brick. However, the local streetscape is also punctuated by a significant number of white rendered properties that enhance the character of the area and promote legibility within the local area. Buildings in West Town are generally defined by a range of roof forms including pitched roofs, hipped roofs, street fronting gables and a variety of dormer windows set within roof spaces. Chimneys are also a common feature, and a range of architectural styles and heights articulate the roofscape, create vertical rhythm and provide interest to the street scene. A study of the adjacent built up areas of the village has been undertaken in order to identify aspects of architectural design, style, layout and form to gain an understanding of the local character and to provide a potential rationale for the design of the new development.

Characteristics:

A meandering street with a number of key spaces and view terminating buildings.
A range of commercial, residential and light industrial buildings edge the street.
Buildings generally comprised of formal terraces and semi-detached properties that front onto the highway.
Minimal building set back distances.

Context

This section outlines the wider social, political and physical context of the site and sets out the key planning policies and guidance impacting on the design aspects of the scheme. It includes an analysis of the existing physical characteristics of both the local area and the site itself, explaining how this has shaped the proposal. It also demonstrates how the localism approach has informed the design outcome.

1 Planning Policy

National Policy

National Planning Policy Framework

The National Planning Policy Framework (NPPF) was published in March 2012 and establishes a presumption in favour of sustainable development, encompassing, amongst other things, delivering a choice of high quality homes and good design. It is a requirement that Local Planning Authorities positively seek opportunities to meet the development needs of their area (Paragraph 14).

For decision-taking, the NPPF sets of 12 Core planning principles which underpin plan-making and decision-making. Of particular note, these principles consider that planning should:

- Not simply be about scrutiny, but instead be a creative exercise in finding ways to enhance and improve places in which people live their lives;
- Proactively drive and support sustainable economic development to deliver the homes, businesses and industrial units, infrastructure and thriving local places that the country needs; and
- Always seek to secure high quality design

At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development which should be seen as a golden thread running through both plan-making and decision-taking.
For decision taking this means:

- Approving development proposals that accord with the development plan without delay; and
- Where the development plan is absent, silent or relevant policies are out-of-date, grant
  -any adverse impacts of so doing would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or
  -specific policies in the Framework indicated development should be restricted.

Section 4 of the NPPF addresses the role of transport policies in contributing to sustainable development. Of particular relevance to the proposal are the requirements in paragraphs 32 and 36 that new development should be supported by Transport Assessment and a Travel Plan. The project has been supported by Highway Consultants who have considered both of these elements.

Paragraph 51 states that the supply of new homes can sometimes be best achieved through planning for large scale development, such as....or extensions to existing villages and towns.

Paragraph 56 identifies that the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

Paragraph 61 goes further identifying that securing high quality inclusive design goes beyond aesthetic considerations. Decision should address the connections between people and places and the integration of new development into the natural built and historic environment.

Paragraph 73 of the NPPF states that access to high quality open spaces can make an important contribution to the health and wellbeing of communities.

Paragraph 112 of the NPPF advises local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of higher quality.

Local Policy

Havant Borough Core Strategy (2011)

In March 2011 Havant Borough Council adopted its Core Strategy which sets out the spatial planning strategy for the area up to 2026. The Core Strategy sets out how many new homes and jobs are needed in the Borough and their distribution. It also sets out what services, facilities and infrastructure such as green spaces, shops and community services are needed and how they will be delivered, whilst having regard to the borough's high-quality natural environment. The following policies are relevant to this application:

Policy CS2 Employment

The council will to seek to accommodate flexibly a net total of 162,000 square metres of new employment floorspace between 2006 and 2026 as follows:
- 75,000 square metres of B1 offices
- 45,500 square metres of B2 manufacturing
- 41,500 square metres of B8 warehousing.



Policy CS9 - Housing

Planning permission will be granted for housing proposals that will:-
1. Contribute to achieving a net total of 6,300 new dwellings between 2006 and 2026.
2. Deliver on average 30-40% affordable housing on sites of 15 dwellings (gross) or more and secure a suitable contribution, or on-site provision, equivalent to on average 30-40% on smaller housing developments between 5 and 14 dwellings (gross), unless a lesser requirement has been transparently justified on viability grounds.
3. Ensure mixed communities are created through the planned distribution and avoidance of a concentration of affordable housing.
4. Achieve a suitable density of development for the location, taking into account accessibility to public transport and proximity to employment, shops and services in addition to respecting the surrounding landscape, character and built form.
5. Provide a mix of dwelling types, sizes and tenures which help meet identified local housing need and contribute to the development of mixed and sustainable communities.

Policy CS11 - Protecting and Enhancing the Special Environment and Heritage of Havant Borough

This policy states that planning permission will be granted for development that ensures the key landscape and built form principles set out in the Havant Borough Townscape, Landscape and Seascape Character Assessment are protected and where possible enhanced by partnership working with developers, groups and the wider community.

Policy CS14 - Efficient Use of Resources

Planning permission will be granted for development that on completion, unless proven to be financially or technically unviable, meets the following standards:

- Residential development – Level 3 of the Code for Sustainable Homes;
- Multi occupation homes and non-residential development over 500sqm - BREEAM standard 'very good'.

Improvements to these standards throughout the plan period will be encouraged. Particular attention should be paid to water efficiency measures.

Policy CS15 - Flood and Coastal Erosion Risk

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

Policy CS16 - High Quality Design

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 and:
a) Identifies and responds positively to existing features of natural, historic or local character within or close to the proposed development site;
b) Integrates with existing local landscape features, promotes wildlife and biodiversity and/or applies characteristics of the local area into the design of a scheme wherever possible to create variety and interest;
c) Uses the characteristics of the locality to help inform the design of the new development including heights, massing, existing buildings lines, plot widths and depths, materials and proportions of windows and doors;
d) Is well connected to and integrates with the immediate local area and the wider area by linking to existing pedestrian and cycle routes and encouraging people to use public transport where possible; and
e) The development does not cause unacceptable harm to the amenity of neighbours through smell, the loss of privacy, outlook, noise and overlooking.

Policy CS17 - Concentration and Distribution of Development within the Urban Areas

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.
2. Prioritises development on previously developed land, including redundant, derelict or underused land and buildings within the urban area.
3. Broadly distributes the new housing and employment development in the five areas of the borough as indicated on the Spatial Distribution Map (Key Diagram).

Policy CS20 - Transport and Access Strategy

Development will be permitted that does not increase congestion and promotes better use of existing transport networks and improves accessibility to goods, services and employment and promotes equality in the transport system.





Havant Borough Local Plan (Allocations)

The Havant Borough Local Plan (Allocations) follows on from the adopted Havant Borough Local Plan (Core Strategy). This document plans for the delivery of the Borough's vision for growth and prosperity up to 2026, which is set out in the Havant Borough Local Plan (Core Strategy). The Local Plan (Allocations) was adopted by Council on 23 July 2014.

Policy AL1 - Presumption in Favour of Sustainable Development

When considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National
Planning Policy Framework (NPPF). It will always work proactively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this local plan will be approved without delay, unless material considerations indicate otherwise.

Policy HY2 - Hayling Island Mixed Use Allocations

Policy HY2 allocates 'Station Road (East of Furniss Way)' for 75 dwellings and 1,000sqm employment floorspace. The policy states that planning permission will be granted provided that the detailed proposals:
1. Are consistent with the indicative provision for the number of dwellings and floorspace; and
2. Take account of any specific development requirements as set out in the supporting text.

Planning permission will be granted provided that detailed proposals:
1. Are broadly consistent with the indicative provision for the number of dwellings and floorspace.
2. Take account of all site specific development requirements set out in the relevant site profile.

Policy DM17 - Contaminated Land

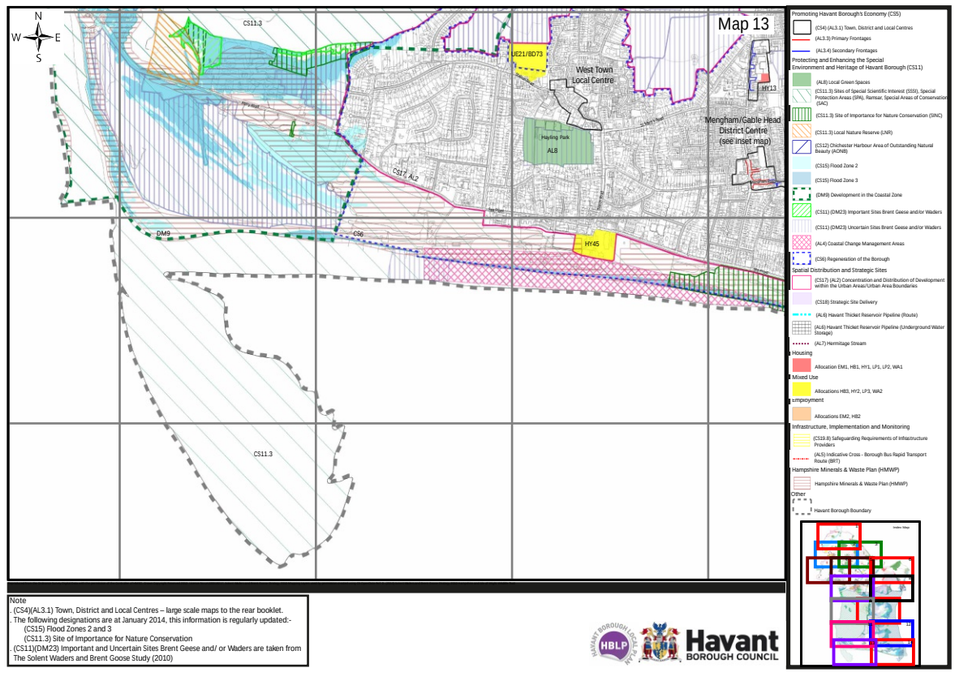
Planning permission will be granted for development on or near contaminated land where an appropriate investigation of potential risks is undertaken by the developer and identified risks are mitigated. Where risks are identified, the necessary remediation measures to be undertaken by the developer must take full account of the intended use and ensure it does not have a negative effect on human health, groundwater and the wider environment.

Policy DM18 - Protecting New Development from Pollution

Planning permission will be granted for development provided that projected levels of air, noise, vibration, light, water or other pollution do not have significant negative affect on the amenity of future occupiers or users of the proposed development.

Policy DM24 - Recreational Disturbance to Special Protected Areas (SPAs) from Residential Development

Planning permission will be granted for residential developments that avoid or mitigate a likely significant effect on the SPAs, caused by recreational disturbance through the in- combination effect of net additional dwellings. This mitigation can be provided through:
a) A financial contribution.
b) A developer provided package of measures associated with the proposed development designed to avoid or mitigate any significant effect on the SPAs subject to meeting the tests of the Habitats Regulations.
c) A combination of measures in (a) and (b) above.



2 Context Analysis

Building Styles and Street Features



Vertical tiling, red roof tile



Red brick with band coursing, slate grey tile.



Square bay windows, red roof tiles



Render with horizontal band coursing.



White sash style windows



Sash style windows



Existing commercial units along Furniss Way.

Elements of the local character

1 Terrace and Villa style housing.
1 mainly 2 or 2½ storey.

Local materials with distinct colour pallette

1 Red brick with some render, red and slate grey tiling.
1 Horizontal band coursing to elevations.
1 Occasional vertical tiling.

Local detailing

1 Angled/squared bay windows.
1 Eaves fronted houses with some gables.
1 Sash style windows.
1 White window frames.
1 Chimneys.

Landscaping in traditional style and fairly dominant in the street scene.

1 Hedging to front gardens.
1 Planting softens or forms boundaries.

Boundaries

1 Fronts:- dwarf walls/hedging or combination of both.
1 Rear:- Walls and close board fences.
1 Occasional use of flint detailing.

Constraints and Opportunities

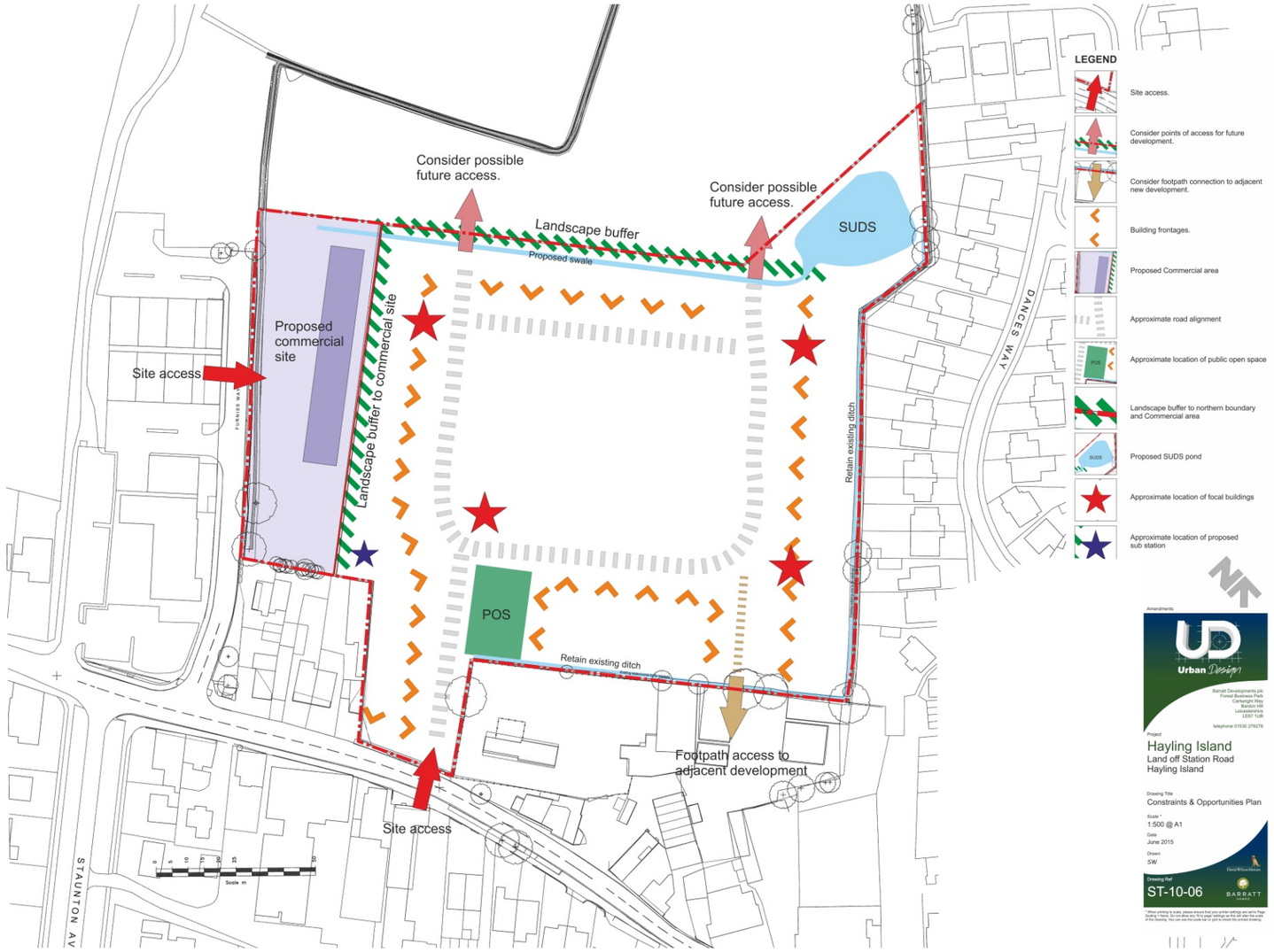
The project team has identified constraints and opportunities to development to ensure that they are reflected in the emerging proposals for the site.

The following key constraints have been identified:

- Respect the edge of settlement location and the open countryside to the north.
- Sympathetically respect the setting and amenity of the existing houses on Station Road and Dances Way.
- Ensure an appropriate relationship between areas of existing light industry to the south and west.
- Minimise the visual impact of the development from neighbouring homes.
- Retain and enhance historic field boundaries and mature trees wherever practicable.
- Accommodate surface water run-off onsite.

The following key opportunities have been identified:

- Create a distinctive development that respects local context.
- Reflect the urban grain and character of neighbouring residential areas.
- Provide a mixed-use development.
- Potential future development of adjacent land parcel (Phase 2).
- Close proximity to a number of local facilities and services.
- Provide buffer planting along site boundaries to minimise the visual impact of the future development.
- Planting of native trees and hedgerows to attract local wildlife and improve local biodiversity.



Constraints and Opportunities Diagram

3 Consultation

Community Involvement

A Statement of Community Involvement has been submitted in support of the planning application. This document outlines the pre-application community involvement and consultation events that have been undertaken as part of the proposals.

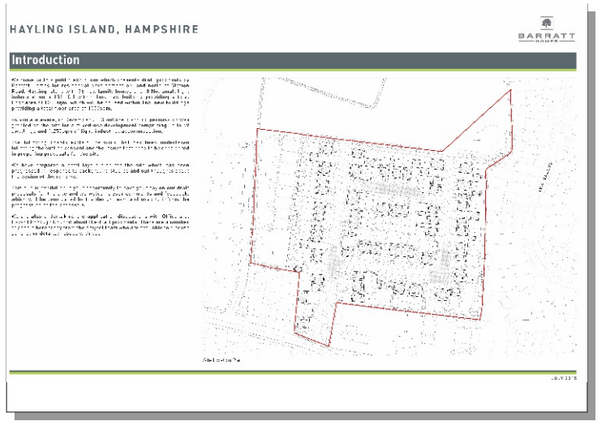
A public exhibition was held at Hayling Island Community Centre Association in South Hayling on Wednesday 08th July 2015 from 1.30pm-7.30pm. Members of the public and elected representatives were invited to attend and give their feedback on the proposals. It is estimated that the exhibition was attended by over 80 people who raised a number of issues, which are detailed in the Statement of Community Involvement (SCI) document submitted as part of this application. During the course of the exhibition, Barratt Homes and their consultant team spoke to local residents and local Councillors on topics including highways, drainage and layout. This process has been successful in raising awareness of the proposals and has enabled the project team to take into account local issues during the design process.

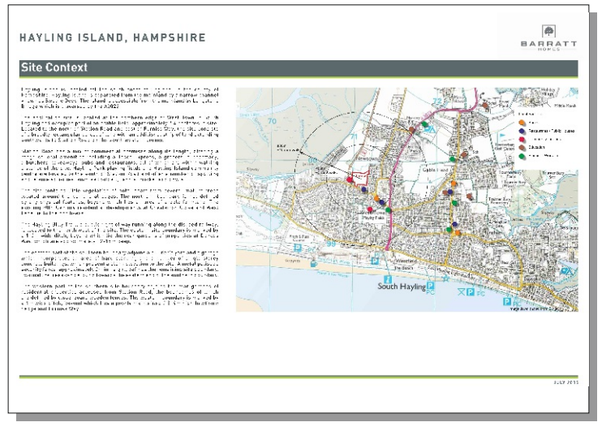
In accordance with good practice, Government guidelines and the Applicant's commitment to community involvement, a comprehensive engagement exercise has bene undertaken in order to devise a high quality residential development for the site.

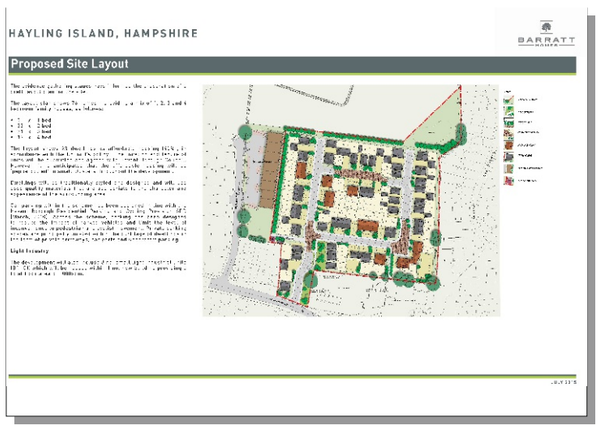
The consultation has resulted in constructive discussions and feedback with members of the local community, Councillors and Officers. The applicants are keen to maintain an ongoing dialogue with all members of the local community who have an interest in the future of the site and to discuss and address any new issues that arise during the planning process.

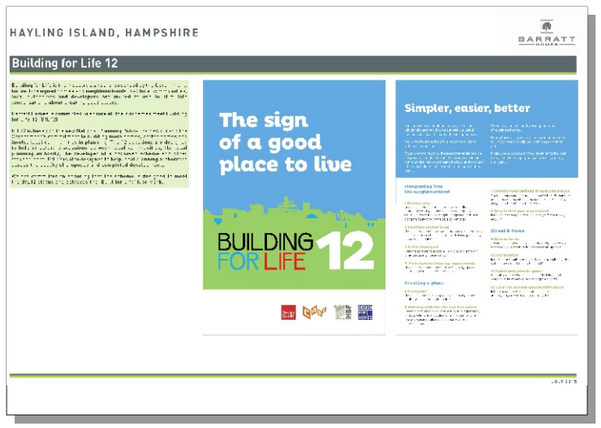


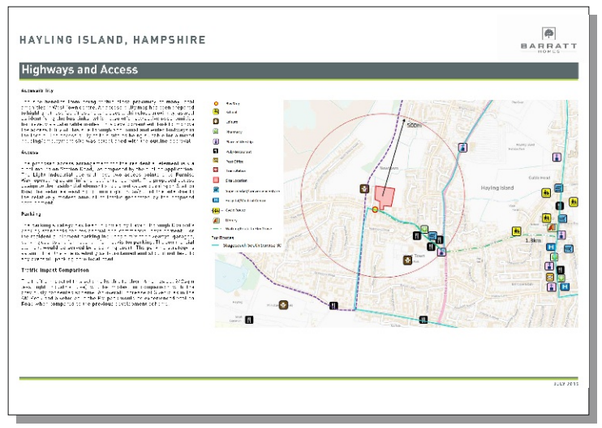


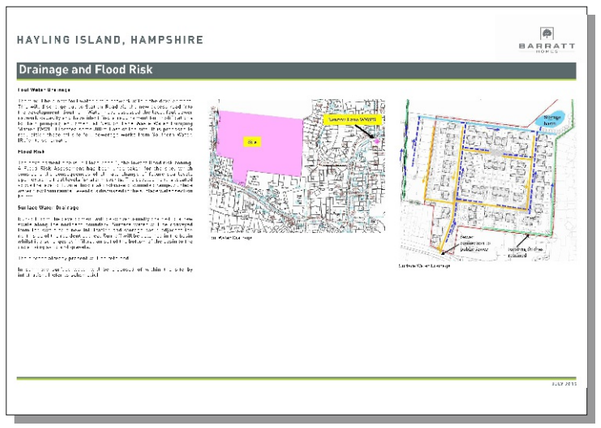




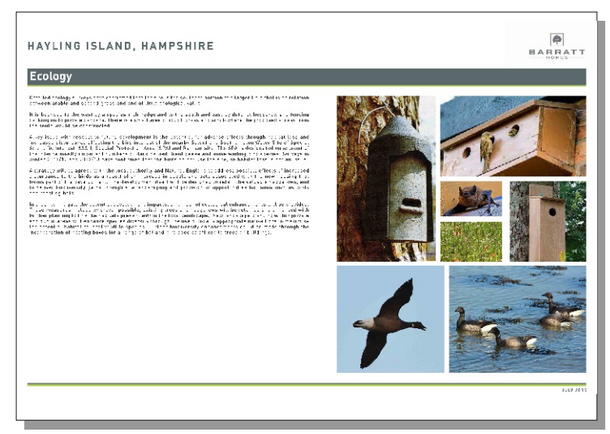










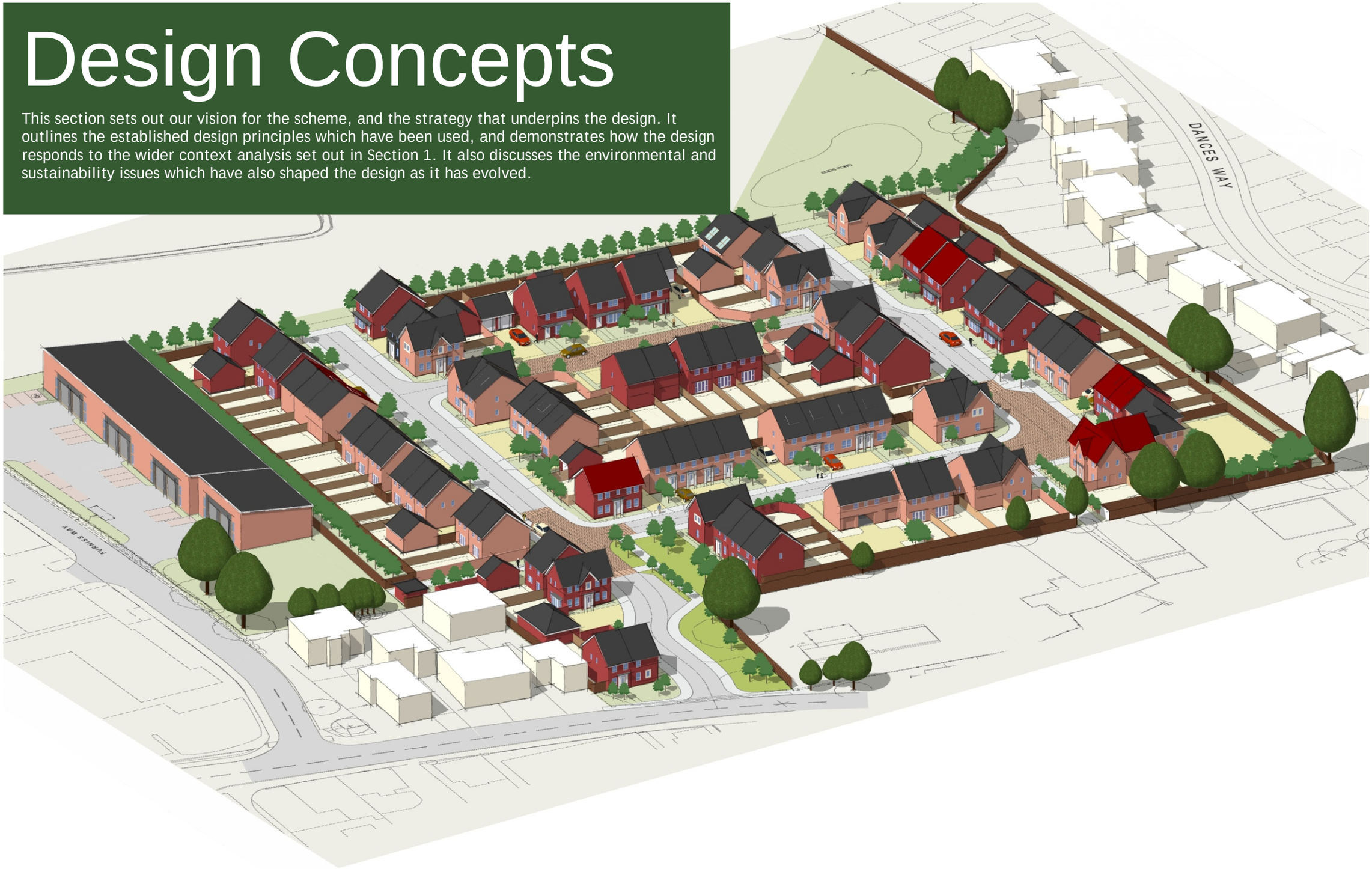




Public Consultation Image Boards

Design Concepts

This section sets out our vision for the scheme, and the strategy that underpins the design. It outlines the established design principles which have been used, and demonstrates how the design responds to the wider context analysis set out in Section 1. It also discusses the environmental and sustainability issues which have also shaped the design as it has evolved.



4 Development Proposals

Layout

The proposed development is for 76 dwellings structured around the creation of a main street off Station Road, which will provide the principal route into the residential part of the site. Accessed from the south-west corner of the site, buildings along the main street are strategically positioned to promote legibility and reduce vehicular speeds. Secondary streets will permeate through the remainder of the residential area creating a neighbourhood block structure which is easily legible.

The physical constraints and opportunities of the site have led to a symmetrically styled, inward facing development with rear gardens and new buffer landscaping backing on to existing and proposed surface water drainage ditches positioned adjacent to the site boundaries. The location of buildings, together with well-designed streets and focal spaces are designed to sympathetically respond to the site's residential context to enable the scheme to sit seamlessly within the wider built environment.

New homes will be designed with a simple form and an appropriate level of detailing that complements the architectural styling of buildings within the local area. Raised building heights, increased massing and a range of architectural detailing and external materials will be used in key locations. Groups of buildings will be the principal visual elements that characterise the development. With the exception of key buildings, individual dwellings will be subservient to the building group. Houses on corners will have dual frontages and use features such as bay windows to emphasise their pivotal position.

It is considered that the new homes should reflect the built form of the neighbouring residential areas and blend into the wider contextual landscape. Accordingly, buildings heights will generally be 2 storey, although a number of 1-1½ storey bungalows sited along the eastern boundary, will reduce potential privacy issues in regards to the existing properties on Dances Way whose back gardens run up to the site boundary.



The development has been carefully designed to have regard to design of crime.
New homes are positioned and orientated to overlook the public realm and areas of public open space.
Garden flank walls will be at least 1.8 metres in height and their length will be kept to a minimum.
Car parking spaces are accommodated within the curtilage of dwellings or within communal parking areas to optimise surveillance. Parking courts are small, well-overlooked and enclosed by walls.
Windowless elevations are avoided, with windows in side elevations permitting greater natural surveillance.
Access to the rear of dwellings from public spaces will be avoided.
Routes lead directly along desire-lines and serve a defined function.

Dwelling Mix and Affordable Housing

The development will provide a mix of 1, 2, 3 and 4 bedroom family houses, as follows:
4 x 1 bed
22 x 2 bed
31 x 3 bed
19 x 4 bed

This will comprises of a range of terraced, semi-detached and detached properties that will be provided in order to widen opportunities for home ownership and create a sustainable, inclusive and mixed community.

A proportion of the new homes will be offered as affordable accommodation (30%) in accordance with Policy CS9: Housing, of Havant Borough Core Council's Core Strategy (March, 2011). The location and tenure of units will be submitted and agreed with Havant Borough Council as part of a Section 106 Agreement. However, it is anticipated that the affordable housing will be 'pepperpotted' in small clusters throughout the development.

The site will be developed at an average net density of 34 dwellings per hectare, which ensures the efficient use of the site whilst providing a balanced approach to the provision of landscaping and open space.

Light Industry

An area of light industry is proposed in the western part of the site, with access provided via a new junction off Furniss Way along the western site boundary. It will comprise of 8 small units with a total floorspace of 1000sqm.

The building will be finished in profiled metal cladding, metallic silver to front and green to the rear elevations. The roof will be finished in goosewing grey profiled metal cladding.



Commercial Unit



Proposed Planning Layout

Street Scene A_A



Commercial Unit | Plot No 16 | Plot No 21 | Plot No 22 -24 | Plot No 25 | Plot No 30

Street Scene B_B



Plot No 2 | Plot No 3 | Plot No 4 | Plot No 5-6 | Plot No 7-9 | Plot No 10-12 | Plot No 13-15 | Plot No 16-17 | Plot No 18

Street Scene C_C



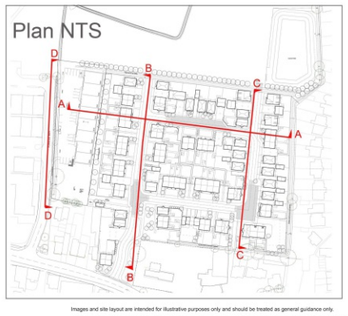
Plot No 28 | Plot No 29 | Plot No 30-32 | Plot No 33 | Plot No 34 | Plot No 35 | Plot No 36 | Plot No 37-38 | Plot No 43

Street Scene D_D



Commercial Unit

Plan NTS



Images and site layout are intended for illustrative purposes only and should be treated as general guidance only.

Site layout including parking arrangements, [social/ affordable housing, community buildings, play areas and public open spaces] may change to reflect changes in the planning permission for the development. Please speak to your solicitor to whom full details of any planning consents including layout plans will be available.

Site layouts and landscaping are not intended to form part of any contract or warranty unless specifically incorporated in writing into the contract.

The site name specified is a marketing name only and may not be the designated postal address, which may be determined by The Post Office.

Amendments

Urban Design

Barratt Developments plc
Forest Business Park
Cartwright Way
Bardon Hill
Leicestershire
LE67 1UB

Project telephone 01530 276276

Hayling Island

Land off Station Road
Hayling Island

Drawing Title
Street Scenes

Scale *
1:200 @ A1

Date
05-08-2015

Drawn
SM

Drawing Ref
ST-10-14

BARRATT HOMES

* When printing to scale, please ensure that your printer settings are set to Page Scaling = None. Do not allow any 'fit to page' settings as this will alter the scale of the drawing. You can use the scale bar or grid to check the printed drawing.

Building for Life 12

Building for Life 12

Building for Life is the industry standard, endorsed by the Government, for well-designed homes and neighbourhoods that local communities, local authorities and developers are invited to use to stimulate conversations about creating good places.

Barratt Homes is committed to ensure all their schemes meet Building for Life 12 (BfL12).

BfL12 is based on the new National Planning Policy Framework and the Government's commitment to building more homes, better homes and involve local communities in planning.

The 12 questions are designed to help structure discussions between local communities, the local planning authority, the developer of a proposed scheme and other stakeholders.

BfL12 is also designed to help local planning authorities assess the quality of proposed and completed developments.

We are committed to ensuring that the scheme is designed to meet the BfL12 status and achieves the 'Built for Life' Kite Mark, it is envisaged that the proposed scheme will achieve 10 out of the 12 required green criteria, with no reds.

Integrating the site into the neighbourhood		Notes/Justification
1. Connections Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones, whilst also respecting existing buildings and land uses along the boundaries of the development site?		The residential scheme offers only one point of access into the site off Station Road, albeit it has been designed in away to offer access to land north of the site for possible future development. The commercial site will have its own separate point off access off Furniss Way. The scheme has been designed to accommodate a footpath link to a proposed new development on the southern boundary.
2. Facilities and services Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?		Shops, Hayling Island Community Centre & Park, and Pub are within a couple of minutes walking distance of the site, with a mix of Nursery, Infant/Junior schools and Hayling College all being within 1 mile of the site. The sea front is 1/2 mile and walking distance from the site. The proposed commercial units that form part of the same planning application will offer additional employment to the area.
3. Public transport Does the scheme have good access to public transport to help reduce car dependency?		A number of bus stops exist close to the site, one of them being very close to the site entrance. The closes train station is at Havant ~ 5 miles away. There is a Ferry operating between Hayling Island and Portsmouth but for pedestrians only ~ 2 miles from the site.
4. Meeting local housing requirements Does the development have a mix of housing types and tenures that suit local requirements?		The proposed scheme mix offers a mix of 2 to 4 Bed private housing and 1 to 4 Bed affordable housing of mixed tenure types. Whilst not housing, the proposed commercial area will offer ~1000 m2 of future light industrial/employment space.
Creating a Place		**Notes/Justification**
5. Character Does the scheme create a place with a locally inspired or otherwise distinctive character?		Hayling Island does not have a distinctive character and offers an eclectic mix of different house types and architectural styles, albeit a number of key buildings close to the site could be used to determine some elements of detailing. Apart from a small selection of brick/tile and render colours all the existing buildings immediately surrounding the site do not offer any particular character so it is envisage the site will have its own distinctive character.
6. Working with the site and its context Does the scheme take advantage of existing topography, landscape features (including water courses), trees and plants, wildlife habitats, existing buildings, site orientation & microclimate?		The site lies primarily flat with no discernible features within the site albeit a number of existing trees exist on the periphery which are to be retained where possible. Existing ditches on 2 sides of the site will be retained. Care has been taken in considering existing houses surrounding the site. The commercial area will be separate from the residential and will share its access with other existing adjacent light industrial buildings.
7. Creating well defined streets and spaces Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?		The scheme has been designed with key Urban Design principles in mind. A mix of different house types, road hierarchies and surface treatments helps enhance the streets and define spaces. Care has been taken to reduce blank flanks on corners as much as possible by the use of specific corner turning house types.
8. Easy to find your way around Is the scheme desigend to make it easy to find your way round?		Care has been taken to include buildings that terminate the views at the end of streets and at key locations, these will be emphasized further when considering the proposed materials to ensure these aid wayfinding and to act as focal buildings.
Street and Home		**Notes/Justification**
9. Streets for all Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?		Speed restraint features have been included such as road narrowing, tight corners, possible ramps (subject to LA approval) and different surface materials to help reduce traffic speeds.
10. Car Parking Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?		Car parking is primarily a mix of front/side in-curtilage parking, only one rear parking court is proposed. A number of unallocated visitor spaces are also proposed within the scheme. All in accordance with local parking standards. Parking to the commercial units will also be in accordance with the local parking standards.
11. Public and private spaces Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?		The use of a perimeter block structure for the housing has clearly helped to define public and private spaces. An area of POS has been located at a key location with good surveillance to ensure safe and accessible use. The use of corner turner house types have been used to offer dual surveillance over the proposed footpath links and at corners.
12. External storage and amenity space Is there adequate external storage space for bins and recycling, as well as vehicles and cycles?		A number of plots have been given garaging which offers a degree of external storage spaoe. The external storage strategy for the remaining plots will need to be determined. All plots will have rear access to their gardens for bins and recycling storage.

Great Places Evaluation Form V1a - April 2014

Technical Issues

Highways

The proposed development site is located on Station Road, which links the A3023, (approximately 500m east of the site) which provides excellent links to Havant and the main motorway network. The majority of the local roads in the area are quiet residential roads, having low volumes of traffic for the majority of the year, offering safe opportunities for pedestrians and cyclists.

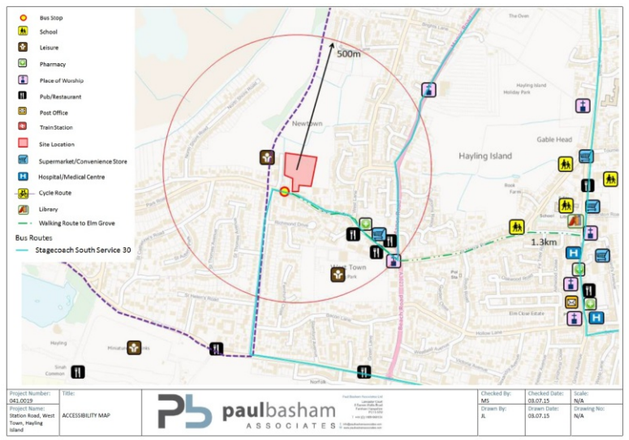
Station Road is on the island bus route and regular bus services pass the proposal site. Bus stops are located close to the proposed development access. Two bus services (30 and 31) pass close to the proposal site. These services connect to and from Havant Bus/Railway Stations and provide excellent commuter links to Portsmouth, Southampton, Chichester and the surrounding employment areas/schools.
The buses “loop” around the island, providing services to and from the north and west, with buses running 7 days a week, with peak time frequencies every 20 to 30 minutes. Hayling Ferry, located 1.5 miles west of the proposed site, provides frequent crossings to/from Eastney (Portsmouth) 7 days a week. This ferry provides an excellent service for school children and commuters. It also provides access to leisure and shopping opportunities. The roads towards the ferry terminal are very lightly trafficked and are popular with cyclists.



Furniss Way



Station Road



Accessibility Plan

The Hayling Island 'Billy-Trail' provides a predominantly car-free, cycle and pedestrian route between the site and Havant (approximately 5 miles north). The route is well maintained, consisting of compacted gravel, and it follows a flat route for easy cycling and walking. Footways along the north and south of Station Road provide pedestrian links to all of the local facilities and adjacent bus stops.

There are footpaths and cycle links to Hayling Park playing fields and Hayling Island Community Centre, which are located to the south of Station Road. Mill Rythe Schools (1.3 miles north east) and Hayling College (1 mile north east) are the closest education facilities to the site, and these schools can be walked to in around 20-25 minutes, or cycled to in around 8-10 minutes. Furthermore, the buses which pass the proposal site stop at Mill Rythe School with a journey time of just 4 minutes.

Access Arrangements

The residential part of the development will be served by a single vehicular access point onto Station Road broadly utilising the existing access position. The access would take the form of a bellmouth flanked by pedestrian footways either side. The bellmouth access would measure 6m in width supported by a 6m corner radii, allowing two vehicles to pass when concurrently turning in and out of the access and would allow large service vehicles to safely enter the site. This access design and location was approved through the site's previous application and has recently been reconfirmed as acceptable at the pre application stage. The access will be constructed to HCC adoptable standards.



Access Plan

Technical Issues (continued)

Visibility splays of 2.4m x 43m are achievable in both the primary and secondary direction. These visibility splay lengths were confirmed as acceptable for the residential development through the sites previous outline application however due to the road alignment greater visibility than 43m would be achievable.

The consented scheme to the south (APP/14/01225) proposed a pedestrian link to Station Road. This development will provide a link up to the site boundary that could be linked to this pedestrian route to Station Road if the consented schemes footway is built.

The light industrial accommodation would be served by an 'in and out' access arrangement via Furniss Way, which would facilitate large vehicles movements around the site. The 'in and out' would both be of a bellmouth arrangement and would be approximately 10m wide to ensure larger vehicles can enter and exit the site. The 'in and out' arrangement would also be adequately signed to highlight an entry and exit point. Further details are provided within the Transport Assessment submitted in support of the application.

Service & Emergency Vehicles

The layout has been designed to accommodate service vehicles without their requirements dominating the layout, whilst ensuring sufficient carriageway widths appropriate for the access of fire appliances and waste collection vehicles. Bin carry distance standards will also be adhered to.

Car and Cycle Parking

Car parking within the scheme has been designed in line with the Havant Borough Residential Parking and Cycling Provision SPD (March, 2010). The development would provide a total of 182 spaces. Of the 182 spaces, 169 are intended for use by the residents with 13 spaces intended for visitor parking use. This equates to 7% of spaces retained for visitor use.

Across the scheme, parking has been designed to reduce the impact of parked vehicles and limit the level of inconvenience to pedestrian and cyclist movement. Private parking spaces are principally located within the curtilage of dwellings in the form of private driveways and garage parking.

There are a small number of parking courts which are limited in size. Private communal parking areas are designed to ensure parking is convenient for the property it is intended to serve as it is recognised that inconvenient parking will be poorly used. Properties located at the entrances to the communal parking areas will help to maximise opportunities for natural surveillance.

Cycle parking would be provided within garages, where applicable, or within sheds in the rear gardens where no garages are proposed. The level of car parking for the light industrial accommodation has been assessed against HCC's 2002 parking standards of 1 space per 45sqm. This results in a total provision off 22 spaces (including two disabled bays). 4 cycle spaces are also proposed for the light industrial units with further ability to accommodate cycles within the buildings if needed/required.



Parking Strategy

Ecology, Archaeology & Arboricultural

Ecology

Detailed ecology surveys have confirmed that the site is the southern portion of a larger field that is on rotation between arable and seeded grassland and of little ecological value. It is bounded to the west by a species-rich hedge and to the south and east by defunct hedgerow and fencing backing on to private gardens. There is a small area of rough grass and scrub where the proposed access from the south would be constructed. A key issue with respect to future development is the potential for adverse effects through habitat loss and increased disturbance affecting the bird interest of the nearby Solent and Southampton Water Site of Special Scientific Interest (SSSI), Special Protection Area (SPA) and Ramsar site. The SPA is designated on account of the internationally important numbers of dark bellied Brent geese and some wading bird species. Surveys in winter 2011/12 and 2012/13 have confirmed that the birds do not use the site, so habitat loss is not an issue.

A strategy will be agreed with the local authority and Natural England to address possible effects of increased disturbance to the birds as a result of an increase in people and pets associated with the new housing that forms part of the development. The development itself will be designed to retain the valuable hedgerows, and to deliver biodiversity gains through site landscaping and provision of opportunities for fauna such as birds and roosting bats.

In order to mitigate the potential development impacts, a number of ecological enhancements will be provided. These measures include wherever possible, existing trees and hedgerows will be retained and enhanced with further planting to link the habitats present within the local landscape. New landscape planting within private and public areas will enhance species diversity through the use of locally appropriate native flora to maximise the potential habitat of local wildlife species. Further biodiversity enhancements could be made through the incorporation of nesting boxes for a range of bat and bird species affixed to trees or buildings.

Archaeology

An Archaeological Desk Top Assessment has been submitted in support of the application. The Assessment found that the site is considered to have a low to moderate archaeological potential for the later prehistoric and Roman periods, and a low archaeological potential for evidence from all remaining past periods. Such remains have been assessed to be of local archaeological interest. The site has remained undeveloped agricultural land throughout the historic periods. It is considered likely that the proposed development would not have an impact on any significant archaeological assets.

On the basis of all the available evidence we would suggest that any requirement for further archaeological mitigation measures could follow planning consent secured by an archaeological planning condition.

Arboricultural

As the site is currently in agricultural use there are minimal physical landscape features within the site, although a number of hedgerows, drainage ditches and a few broadleaf trees are sited along the eastern, southern and western site boundaries. As the existing trees are located at the periphery of the site only, the associated leaf canopies and root protection areas are unlikely to serve as constraints to the development of the site. Havant Borough Council confirmed that there were no Tree Preservation Orders (TPOs) present on the site at the time of enquiry (March 2013).



Landscaping

Extensive planting is proposed as part of the proposal to create an appropriate boundary to the adjoining countryside, to screen the residential development from the proposed and adjoining commercial uses and to provide a visual buffer between the development and existing residential properties.

Existing boundary trees and hedgerows will be retained and enhanced with a belt of native planting to provide a robust landscape buffer around the boundaries of the development area. In particular, a belt of buffer planting along the site's northern and eastern edges will be planted in order to screen views into and out of the site from existing properties at Dances Way, Charleston Close and Saltmarsh Lane.

Semi-mature trees will be planted within key open space and at focal points to define open spaces, landscape features and neighbouring character zones throughout the site. A number of specimen trees will add quality to the streetscape, while standard trees will be planted throughout the development and within the enhanced boundary hedgerows to provide enclosure, enhance the public realm and provide a characterful environment with an attractive development edge.

A Landscape Masterplan along with a Landscape Management and Maintenance plan has been submitted in support of the application.



Landscape Masterplan

Foul Water Drainage

A foul sewage and utilise assessment has been submitted in support of the application.

There will be a new foul water drain network within the development. This will discharge out to Station Road via the new access road into the development. Southern Water have assessed the local foul sewer network capacity and have identified a requirement for modifications to their pumping equipment at Newton Lane Waste Water Pumping Station (WWPS) located some 300m East of the site. It is proposed to requisition these off site foul sewerage works from Southern Water.

Flood Risk

The development site is in Flood Zone 1, the lowest flood risk zoning. A Flood Risk Assessment has been undertaken for the site, which considers the consequences of climate change of future sea levels upon extreme tidal levels for storm events. The development is located above the level of future flood risk inclusive of climate change. Surface water flow from rainfall events is discussed in the surface water section below.

Surface Water Drainage

Run-off from the development will be conventionally drained to a new swale along the northern boundary. Surface water will be conveyed from the swale to a new infiltration and storage basin adjacent the north side of the residential area. Run-off will be detained in the basin whilst it discharges by infiltration out of the bottom of the basin to the underlying sand and gravels. The ditches already present will be retained .In summary surface water will be disposed of within the site by infiltration. Further details can be found in the Flood Risk Assessment and drainage strategy submitted in support of the application.

Crime Prevention

The proposal has been designed to meet the principles of secured by design wherever possible, with good all round visibility provided and natural surveillance to reduce the risk of crime and the fear of crime.

The following security measures are included within this development in order to protect occupiers and their possessions from crime or other antisocial behaviour, including features such as:

- Gated access to rear gardens in order to prevent unauthorised entry
- Front gardens providing defensible space to dwellings
- A layout that allows natural surveillance of other dwellings and open space
- Vehicle, pedestrian and cycle routes overlooked by residential properties

Renewable Energy and Sustainability

Policy CS14 of the Core Strategy refers to renewable energy and states that planning permission will be granted for development that on completion, unless proven to be financially or technically unviable, meets the following standards:

- Residential development Level 3 of the Code for Sustainable Homes;
- Multi occupation homes and non-residential development over 500sqm - BREEAM standard 'very good'.

Barratt Homes will make a commitment that the development will meet the requirements of Policy CS14

Conclusion

Conclusion

This application proposes 76 new family homes and 8 No. small light industrial units (B1 use class) within 1no. new building providing a total floor area of 1000sqm on the land at Station Road, Hayling Island. The scheme has been carefully designed following a detailed analysis of the site constraints and settlement form and pattern. It responds to comments raised during pre-application discussions with the Council and local community.

The proposal will deliver a distinctive and attractive environment which respects the local landscape character and surrounding area creating a sustainable, inclusive and mixed community. In summary, the proposals seek to fulfil the following key design principles:

- Address local affordable housing need
- Provision of much needed family homes
- Provision of commercial units
- Responds to the character, layout and appearance of the area
- Protects the privacy and amenity of future and surrounding residents
- Provide an attractive and high quality development in a sustainable location
- Incorporates a robust landscaping scheme
- Provide suitable arrangements for car parking and cycle parking, servicing and infrastructure
- Financial contributions towards improving local infrastructure.

The proposals accord with relevant planning policies of the development plan and the NPPF by providing high quality homes and creating a sustainable, inclusive and mixed community.

