

Design, Access, Flood Risk, and Sustainability Statement

For

Application for a Replacement House and Detached Garage

At

32 Victoria Avenue, Hayling Island, Hampshire, PO11 9AJ

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1.0 Generally

- 1.1 This Planning Statement is in support of an application for a Replacement House and New Garage at 32 Victoria Avenue, Hayling Island, Hampshire, PO11 9AJ made to Havant Borough Council.
- 1.2 No other purpose is anticipated or accepted. Copyright of this report remains with Martin Critchley, Chartered Architect.
- 1.3 Reference should be made to the planning submission drawings for details of the proposals, ref:

1403	-	101	Existing Plans
		201	Location Plan
		202	Block Plan
		203	Existing Site Plan
		305C	Proposed Floor Plans
		311	Proposed Garage
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2.0 Physical Context

- 2.1 Hayling Island is separated from the mainland by a narrow channel, traditionally known as Sweare Deep. It is accessible from Havant via a bridge at Langstone.
- 2.2 Hayling Island is situated to the south of Havant. It lies between Chichester Harbour to the east and Langstone Harbour to the west. Historically, it could be accessed from Portsea Island by ferry, but this service ceased running earlier in 2015.
- 2.3 Victoria Avenue is on the south side of Hayling, a few minutes walk from the seafront.
- 2.4 Victoria Avenue runs parallel with the seafront, connecting with Alexandra Avenue to the east, and Westfield Avenue to the north-west.
- 2.5 Victoria Avenue is a metalled and adopted road, with footpaths and street lighting.

3.0 Social / Economic Context

- 3.1 The south coast of Hayling Island is primarily residential, and fairly densely populated. It is a popular tourist destination during the summer, with a number of seasonal attractions along the seafront.
- 3.2 The existing house is a detached three-bedroom chalet bungalow. The properties immediately to the west are also chalet bungalows, but the property to the east is a large two-storey house that has been extended and converted into a hostel. Other properties in the street are similarly a mix of one and two storeys, and there is also a tennis club with a large complex of buildings three plots away from No.32.
- 3.3 The nearest shopping district is approximately ten minutes walk away in West Town.
- 3.4 The site is 5.5 miles from the centre of Havant, where there are:
- * High Street Shops
 - * Supermarkets
 - * Primary and Secondary Schools
 - * Railway station (direct connections to London)
 - * Bus Stations to all major towns
 - * Public Houses / Restaurants
 - * Motor Garages
 - * Churches
 - * Industrial estates
- 3.5 There is a good bus route from Hayling Island to Havant, with regular busses from the seafront.

4.0 Involvement of local interests

- 4.1 There has been no involvement of local interests.

5.0 Amount

- 5.1 The site in the ownership of the applicants is a total of 0.102 Ha.
- 5.2 The current application refers only to the land designated for residential use.

5.3 The existing house has an internal floor area of approximately 146 m² and was probably built during the 1960s.

5.4 The proposed house will have an internal floor area of approximately 260 m². The proposed garage internal floor area is approximately 43.5 m².

6.0 Layout

6.1 The existing house is set fairly centrally within the site.

6.2 The proposed replacement house will be located about 1m from the eastern boundary and 14m from the front (north boundary). The proposed garage will be to the front of the main house, approximately 0.5m from the western boundary.

6.3 The existing crossover from Victoria Avenue will be retained.

7.0 Evaluation

7.1 The site is within a Settlement Policy Area.

7.2 The existing residential use is established on the site.

7.3 Victoria Avenue already has a mix of detached residential properties of various size and design. The replacement two storey house would therefore be appropriate in terms of scale.

7.8 The intention of the proposal is to demolish the existing house, and build a larger replacement house more suitable for a growing family.

7.9 The intention of the proposal is to build the replacement house using sustainable building techniques and incorporating modern energy saving solutions.

8.0 Design Principles

8.1 To provide a new dwelling that enhances the site and the overall view within the street.

8.2 To provide buildings appropriate to a suburban setting.

8.3 To provide buildings which are sustainable and future-proof.

9.0 Scale

9.1 As 7.3 above, the scale of the replacement house is considered appropriate for the area.

9.2 Conventional storey heights are proposed. The overall mass and bulk of the house is consistent with other family houses in the locality.

9.3 The garage will be a standard double bay with an attached store.

9.4 Both the house and garage are shown with hipped roofs to reduce the overall bulk of both buildings.

10.0 Landscaping

10.1 New planting to be agreed.

11.0 Appearance

11.1 The proposal is for a two storey house and detached garage in a “New England” style.

11.2 Both the proposed house and garage will have slate roofs.

11.3 The garage and upper floor of the house will be clad in mineral cladding boards (colour to be agreed).

11.4 The ground floor of the house will be rendered.

12.0 Access

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- 12.1 It is the applicant's intention to meet the requirements of the Disability Discrimination Act 1995 (amended 2006).
- 12.2 It is the applicant's intention to meet the requirements of the Disability Discrimination (Employment) Regulations 1996.
- 12.3 It is the applicant's intention that where applicable, provisions are made in accordance with Approval Document M of the Building Regulations (current edition published January 2013).
- 12.4 It is the applicant's intention that, with regard to personnel access, inclusivity is achieved wherever reasonably possible.
- 12.5 Vehicle and pedestrian access to the site is from Victoria Avenue.
- 12.6 There are 2 covered parking spaces available and 2 additional parking spaces on the drive.
- 12.7 Emergency access is fully available from the public highway.
- 12.8 A bin area is proposed within 25 metres of Victoria Avenue.

13.0 Flood Risk

The Environment Agency 'flood map' indicates that the site and immediate access from Victoria Avenue are not within an area at risk of flooding.

14.0 Sustainability

- 14.1 The following measures and proposals are made in the terms recommended in the BREEAM (Building Research Establishment, Environmental Assessment Method).

14.2 Management.

It is the applicant's intention to:

1. Recognise and encourage an appropriate level of building services commissioning that is carried out in a co-ordinated and comprehensive manner, thus ensuring optimum performance under actual occupancy conditions.

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2. Recognise and encourage construction which is managed in an environmentally and socially considerate and accountable manner.
3. Recognise and encourage construction to be managed in an environmentally sound manner in terms of resource use, energy consumption and pollution.
4. Recognise and encourage the guidance for the non technical building user so they can understand and operate the building efficiently.
5. Recognise and encourage the implementation of effective design measures that will reduce the opportunity for and fear of crime on the new development.
6. Recognise and encourage the specification of a building and building services that can be easily maintained during their life cycle.
7. Recognise and encourage the development of a Life Cycle Cost (LCC) analysis model for the project to improve design, specification and through-life maintenance and operation.

14.3 **Health and Wellbeing.**

It is the applicant's intention to:

1. Give building users sufficient access to daylight.
2. Reduce the risk of health problems related to the flicker of fluorescent lighting.
3. Ensure lighting has been designed in line with best practice for visual performance and comfort.
4. Ensure occupants have easy and accessible control lighting within each relevant building area.
5. Recognise and encourage adequate cross flow of air in naturally ventilated buildings and flexibility in air-conditioned / mechanically ventilated buildings for the future conversion to a natural ventilation strategy.

6. Reduce the risk to health associated with poor indoor air quality.
7. Recognise and encourage a healthy internal environment through the specification of internal finishes and fittings with low emissions of volatile organic compounds. (VOC's).
8. Ensure, with the use of design tools, that appropriate thermal comfort levels are achieved.
9. Recognise and encourage the provision of user controls which allow independent adjustment of heating/cooling systems within the building.
10. Ensure the acoustic performance of the building meets the appropriate standards for its purpose.
11. Recognise and encourage the provision of external amenity space for building users.

14.4

Energy.

It is the applicant's intention to:

1. Recognise and encourage buildings that are designed to minimise CO² emissions associated with their operational energy consumption.
2. Recognise and encourage the specification of energy-efficient light fittings for external areas of the development.
3. Reduce carbon emissions and atmospheric pollution by encouraging local energy generation from renewable sources to supply a significant proportion of the energy demand.
4. Recognise and encourage the specification of energy-efficient transportation systems.
5. Recognise and encourage procurement and commissioning of energy-efficient equipment to ensure optimum performance and energy savings.

14.5

Transport.

It is the applicant's intention to:

1. Encourage building users to cycle by ensuring adequate provision of cycle facilities.
2. Recognise and encourage the provision of safe and secure pedestrian and cycle access routes on the development.
3. Recognise the consideration given to accommodating a range of travel options for the building users, thereby encouraging the reduction of user reliance on forms of travel that have the highest environmental impact.
4. Encourage the use of alternative means of transport to the building other than the private car, thereby helping to reduce transport related emissions and traffic congestion.
5. Ensure that safety is maintained and disruption due to delivery vehicles minimised through well planned layout and access to the site.

14.6

Water.

It is the applicant's intention to:

1. Minimise the consumption of potable water in sanitary applications by encouraging the use of low water use fittings.
2. Ensure water consumption can be monitored and managed and therefore encourage reductions in water consumption.
3. Reduce the impact of major water leaks that may otherwise go undetected.
4. Reduce the risk of minor leaks in toilet facilities.
5. Encourage the collection and re-use of waste water or rainwater to meet toilet flushing needs, and reduce the demand for potable fresh water.
6. Reduce the consumption of potable water for ornamental planting and landscape irrigation.

14.7

Materials.

It is the applicant's intention to:

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1. Recognise and encourage the use of construction materials with a low environmental impact over the full life cycle of the building.
2. Recognise and encourage the specification of materials for boundary protection and external hard surfaces that have a low environmental impact, taking account of the full life cycle of materials used.
3. Recognise and encourage the in-situ re-use of existing building facades.
4. Recognise and encourage the re-use of existing structures that previously occupied the site.
5. Recognise and encourage the specification of responsibly sourced materials for key building elements.
6. Recognise and encourage the use of thermal insulation which has a low embodied environmental performance relative to its thermal properties and has been responsibly sourced.
7. Recognise and encourage adequate protection of exposed parts of the building and landscape, therefore minimising the frequency of use of replacement materials.

14.8**Waste.**

It is the applicant's intention to:

1. Promote resource efficiency via the effective and appropriate management of construction site waste.
2. Recognise and encourage the use of recycled and secondary aggregates in construction, thereby reducing the demand for virgin material.
3. Recognise the provision of dedicated storage facilities for a building's operational related recyclable waste streams, so that such waste is diverted from landfill or incineration.

4. Recognise and encourage the provision of facilities which enable efficient and hygienic waste sorting and storage.
5. Encourage the provision of facilities that help facilitate the reduction in volume of compostable organic waste going directly to landfill during the building's operation.

14.9**Land Use and Ecology.**

It is the applicant's intention to:

1. Encourage the re-use of land that has been previously developed and discourage the use of previously undeveloped land for building.
2. Encourage positive action to use contaminated land that otherwise would not have been remediated and developed.
3. Encourage development on land that already has limited value to wildlife and to protect existing ecological features from substantial damage during site preparation and completion of construction works.
4. Minimise the impact of a building development on existing site ecology.
5. Recognise and encourage actions taken to maintain and enhance the ecological value of the site as a result of development.
6. Minimise the long term impact of the development on the site's, and surrounding area's biodiversity.
7. A separate 'Phase 1, Ecological Habitat Survey' report will be included with the application, as prepared by Messers Hone Ecology.

14.10 Pollution.

It is the applicant's intention to:

1. Reduce the contribution to climate change from refrigerants with a high global warming potential.
2. Reduce the emissions of refrigerants to the atmosphere arising from leakages in cooling plant.
3. Reduce the contribution to climate change from refrigerants with a high global warming potential.
4. Encourage the supply of heat from a system that minimises NOx emissions, and therefore reduces pollution of the local environment.
5. Reduce the potential for silt, heavy metals, chemicals or oil pollution to natural watercourses from surface water run-off from buildings and hard surfaces.
6. Ensure that external lighting is concentrated in the appropriate areas and that upward lighting is minimised, reducing unnecessary light pollution, energy consumption and nuisance to neighbouring properties.
7. Reduce the likelihood of noise from the new development affecting nearby noise sensitive buildings.

Martin Critchley.
Chartered Architect.

The Old Brewery,
15E South Street,
Havant, HANTS,
PO9 1BU

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