

DESIGN AND ACCESS STATEMENT



CLIENT : Mrs Wrixon
PROJECT : New Residential Development
ADDRESS : Land Adjacent to 48 Station Road,
Hayling Island , PO11 9AU
JOB NO : 4443

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1. Introduction

This design and access statement has been prepared by PWP Architects in support of a planning application for a new dwelling on land previously associated with the large garden of No. 48 Station Road Hayling Island. The report has been written to explain the principles behind the scheme, place it in a social and economic context and outline how the proposal meets the relevant planning policies.

This document should be read in conjunction with the submitted drawings and any appendices that have been referenced.

2. Site analysis

2.1. Site location and context

The site is situated in a residential area on the South-West side of Hayling Island off the private road that runs north of Station Road and serves No.s 48 and beyond (*see insert map below*).

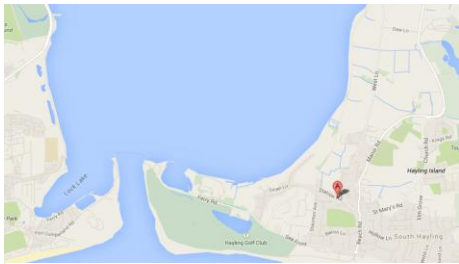


Image 1: Map showing site position. Source: Google maps



Image 2: Map showing aerial view of site position. Source: Google maps

The unnamed private road has an element of parking associated for West Town Pub patrons all the houses have their own on-site parking and therefore use the private road for access only. No 48 Station Road is a large Victorian villa set at an odd angle to the development that has grown up around it in subsequent years. All other surrounding properties address their various access roads at right angles. The surround properties are a complete mixture of sizes and styles.

2.2. Opportunities and Constraints

The site is formed from a section of garden that was previously in the curtilage of 48 Station Road. The house at 48 Station Road sat within a square plot yet was built at a 45 deg angle this left a somewhat strange layout to the garden. This was emphasised by the high hedge of Cupressus trees that until last year ran along the southern boundary of the site. Fortunately these unattractive conifers were removed last year and this led our client to see that, with the re-introduction of light in this corner of the garden, there was an opportunity for a separate dwelling which better use this part of the old garden. As a new intervention into an existing patina of dwellings, Careful consideration has been given to the design in terms of its relationship to its neighbours and the surrounding gardens.

The properties to the south have predominantly been converted into flats. They all have gardens towards the boundary with the application site.

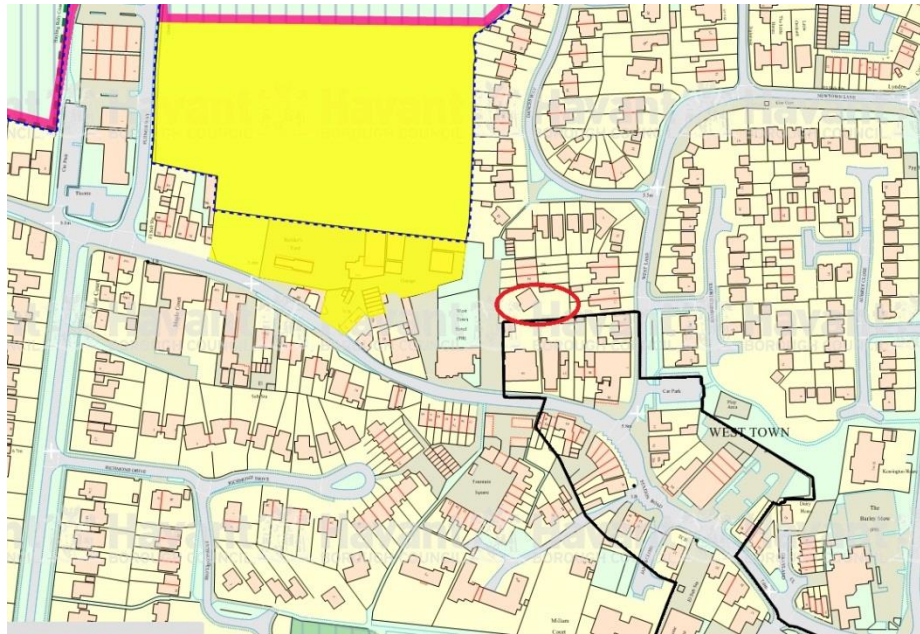
To the east of the site are the shared boundaries of houses of Dancers Way. This boundary has new close boarded fence panels.

The site is large enough to accept a new dwelling. Because of the constraints of neighbouring properties and the wish to avoid any overlooking a single storey dwelling is proposed and the garden arrangements create public, semi public and private areas which will give the new dwelling a full assortment of different usable amenity spaces.



Image 3: Aerial photo showing site position. Source: Google maps

2.3. Relevant Planning Policies



Havant Borough Council Policies map

CS6 REGENERATION OF THE BOROUGH

Planning permission will be granted for development which positively contributes by type of use and design and by its comprehensive approach to the social, economic and/or physical regeneration of the whole borough; particularly when it is focused in the following places as shown on the Proposals Map:

1. *Havant Town Centre, with particular focus on:*
 - a. *Market Parade.*
 - b. *Havant Railway Station.*
 - c. *Connectivity with the Public Service Village.*
 - d. *Connectivity between Solent Road and West Street.*

The design will positively contribute to the area through good and sensitive design. It uses land which is currently underused and this is a positive characteristic in the urban landscape on the end of the 'Town Centre' designation. The proposed design is very sustainable using highly insulated construction methods and solar power on site generation.

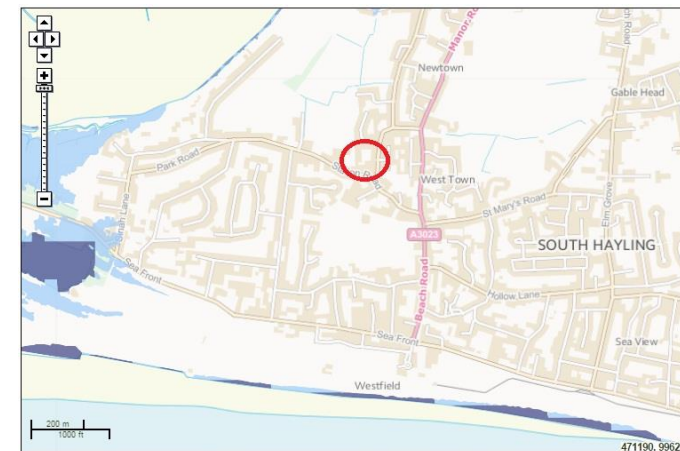
CS15 FLOOD AND COASTAL EROSION RISK

Development in areas at risk of flooding now and in the future as identified on the latest Environment Agency flood risk maps and Strategic Flood Risk Assessment climate change maps will only be permitted where:

1. *It meets the sequential and exception test (where required) in relation to PPS25.*
2. *The site is located in a low hazard area as defined in the Strategic Flood Risk Assessment.*
3. *A site-specific flood risk assessment demonstrates that the development will be safe, including the access, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.*
4. *The scheme incorporates flood protection, flood resilience and resistance measures appropriate to the character and biodiversity of the area and the specific requirements of the site.*
5. *Appropriate flood warning and evacuation plans are in place.*
6. *New site drainage systems are designed taking account of events which exceed the normal design standard.*

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.

The council will work with partners to implement the Coastal Policy Zones in the North Solent Shoreline Management Plan to ensure that development avoids areas at risk from coastal erosion and coastal flooding and that areas required to offset coastal squeeze and prevent habitat fragmentation, to allow species to adapt to climate change, are identified and protected from development.



Flood Risk map, site indicated in red
Source:
Environment agency

The map above indicates that the site does not lie within a Flood Risk Zone, and is therefore not subject to a flood risk assessment.

UA1 CONCENTRATION OF DEVELOPMENT WITHIN THE URBAN AREAS

Development will be concentrated within the urban areas of Havant, Waterlooville, Emsworth and South Hayling as shown on the Proposals Map. Priority will be given to the development of sites within the urban areas before peripheral sites, in accordance with Policy UA2 and the sequential approach for new housing, commercial and retail development as set out in the Housing and Town, District and Local Centres policies.

Outside the urban areas and the other smaller settlements shown on the Proposals Map development will only be permitted if it is consistent with the policies for the countryside, coast and strategic gaps.

This proposal is a one for one replacement of an existing family home on a brown field site.

D1 HIGH QUALITY DESIGN

Development will be permitted provided it achieves [in terms of siting, massing, scale, proportion, alignment, rhythm, layout, materials (finishes, details, features) spaces and views] all of the following:

- i) Creates an attractive environment that has its own distinctive identity but which respects and enhances local character.
- ii) Ensures the efficient use of land.
- iii) Provides safe and convenient access to facilities and public transport.
- iv) Does not adversely affect the amenities of occupiers of neighbouring properties.
- v) Includes existing built and natural features such as trees, walls, watercourses and historic boundaries.
- vi) Reduces the possibility of crime or anti-social behaviour.
- vii) Maximises solar gain and energy conservation.
- viii) Maximises water conservation and utilises sustainable urban drainage systems.

3. Development Proposals

The brief was to provide a spacious open plan modern 3 bedroom home which has to be single storey and yet leaves enough of the plot over to garden spaces. As the only access onto the plot is from the west, this is the focus of the entrance. Car parking is set out directly off the private road within the houses public space.



View of Private Road from Station Road

To the rear of the parking area is the gate in the 'Thick wall'. This gate and wall separate the public from the semi-public areas. Through the gate the path leads to a

traditional; front door. The house is arranged into 2 wings a dominant curved wing that uses the entrance as its focus. This wing enclosed the main living and kitchen spaces of the house. The subservient wing runs along the North West boundary of the plot and this contains the bedroom and bathroom accommodation of the house. The arrangement of the wings forms an intimate private courtyard garden space which is south facing and this is excellent family space.



Apartment Block on corner of Station road and Private Road

The applicant has made an agreement with the new owners of No. 48 Station Road about the constraints of any build on the site. These limited the development of the site as follows: The developer will not erect more than one single storey ground floor bungalow which shall not exceed 4.5 metres in height from floor to ridge. In actual fact the proposed design is significantly below these constraints.



Remnants of previous leylandii fence

Initially the client wanted a design with a courtyard surrounded by built accommodation but was persuaded through architect's sketches that this was not perhaps the best option. The semi-open courtyard as per the proposals allowed a greater amount of southern light and particularly sunlight into the principle rooms.

We felt that as the external spaces were such an important part of the success of the design of the new house we have emphasised that the landscape design needed to be considered from the scheme's inception. To this end we have submitted a full landscape proposal for both Hard and soft landscaping with this application.

3.1. Layout

The layout of the development responds to a sequential way of travelling from Public, semi-public and private spaces. The main front door is reached only by invitation at the front 'thick wall' gate. This leads into a small hall area and bedroom corridor which leads into the main family space.

3.2. Form, Scale and Massing

Form and Massing

The client is keen to use a building system of insulated panels, as they have used these successfully in the past. This system has allowed us to create overhanging roofs in an elegant way, particularly at the front door to create a sheltered external area rather than an applied porch which would have been disappointing. Integrating this feature into the fabric of the building suits the simplicity of the design and is clearly readable. However we have not allowed the chosen building system to dictate the form and still introduced a curved structure in the principle wing of the house. This curved wing creates incidental outside spaces in the northern corner of the plot which will be a terrace attracting good morning light. The main focus of the curve is the private courtyard.

As a single storey dwelling we feel that this suits the site well. Varying the heights of the various wings means that views of the property are not constant from surrounding properties, nor is the height excessive and will certainly not dominate anyone's view.

The positioning of windows and rooflights has been carefully done to prevent overlooking either inwards or outwards. In all cases the houses windows only look out over the sites own private spaces.



Number 48 Station Road

Bedrooms are screened by long window to window distances with any surrounding properties, Garden walls and fences, together with planting on the southern wall.

The family spaces of the house are incorporated into one large open plan space and this internal space leads logically out into the private courtyard.



View of Site, looking towards south east.

Scale

Clearly the proposed building is subservient to the original house at No. 48 Station Road. It will not be visible from any public highway. From the private road the house will only be seen above the 'Thick wall', and from rear gardens of surrounding houses will be perceived as significantly smaller than the adjoining properties which are predominantly all 2 storey properties. We feel that the scale both in plan and elevation terms fits and suits the site.



Entrance of site from private road

3.3. Materials and boundary treatments

Materials

The proposed materials of the house are as follows:

Walls	Render on Board	Colour:	To be agreed, but we feel white would not be appropriate
Windows and Doors	Powder Coated Aluminium	Colour:	Dark Grey
Roof Lower Wing	Single Ply Roof Membrane	Colour:	Grey
Roof Main Wing	Green Roof	Colour:	Sedum Planting semi-intensive roofing system

Boundary treatment

The site's north west, and east boundaries are defined using new close boarded timber fences. The southern boundary is a mixture of fence panelling. As this forms the backdrop to the private courtyard this fencing will be replaced with new posts and cementitious board fencing in light colour.

3.4. Accessibility and Parking

The majority of the site is level so will not restrict access to the house.

This house is a single family dwelling with three bedrooms. The sites location does not provide easy access to local public transport. The parking standards for the house are set out below.

T9 PROVISION OF VEHICLE PARKING AND TURNING FACILITIES

Development will be permitted where it provides parking for cars, motor cycles, and pedal cycles and turning facilities as appropriate in accordance with the relevant standards.

448 Hampshire County Council, the unitary authorities and the district councils have jointly prepared revised parking policy and parking standards Hampshire Parking Strategy and Standards. The new approach contained within the document recognises existing levels of public car parking provision and proposes reductions from a new maximum standard for all future development in relation to the accessibility of the site by public transport and other sustainable alternatives. The parking standards are in conformity with PPG 13 Transport (Annex D). Guidance on parking for pedal cyclists and motor cyclists is provided as a supplement to the document. In accordance with national best practice, disabled parking spaces are to comprise 5% of the total parking allocation for the site. The stated parking standards apply for all new development. The adopted parking standards are shown below:

Table 1: Residential				
Type	Car parking standard -		Cycle standard (minimum)	
	Maximum parking limit	Parking in accessible locations (50% of maximum permitted standard)	Long stay	Short stay
<u>General residential</u>				
1 bedroom units	1.0 space per unit	0.5 space per unit	1 space per unit	1 loop/hoop per unit
2–3 bedroom units	2.0 spaces per unit	1 space per unit	2 spaces per unit	1 loop/hoop per unit
4 or more bedroom units	3.0 spaces per unit	1.5 spaces per unit	2 spaces per unit	1 loop/hoop per unit
See Note 1				
<u>Older people's housing</u>				
Active elderly with warden control	1.0 space per unit	0.5 space per unit	1 space per unit	1 loop/hoop per 2 units
Nursing and rest homes	1 space per 4 residents and 1 space per staff	1 space per 8 units and 0.5 per staff	1 space per 6 staff	1 loop/hoop per 2 units

Notes:

- 1 Clearly, residential parking is different in nature to non-residential parking, being a trip origin for home-based trips. However, local planning authorities will monitor planning permissions and review the residential parking standards with a view to achieving an average residential provision of no more than 1.5 spaces per dwelling in accordance with Planning Policy Guidance Note 3 – Housing (PPG3) paragraph 62.
- Where a garage is provided, each garage will be designated as one car space plus one cycle space. Standard garage size should allow enough space for a car and cycle (recommended at least 6m x 3m internal dimensions), although garages are not always used for storing cars.
 - On-street parking in association with residential development should generally be discouraged through good design. However, parking lay-bys may be designed into the road layout in accordance with current local design guidance.
 - The above standards take into account visitors' parking.
 - If part spaces result from a development proposal, these should be rounded up to the nearest whole number.
 - If warden or staff spaces are identified, these apply to full-time equivalent staff.
 - In locations of prime accessibility (close to transport interchanges), zero parking will be encouraged if local circumstances permit.

Table 1: Residential parking standards Source:Hampshire parking strategy and standards

Pedestrian access

Level access will be provided from the private road off Station Road, as existing.

Vehicular access

Access will be provided via private road off Station Road, as existing.

Parking

The plans show parking for two cars. Parked in tandem. Reversing will be out onto little used private road and we feel this is a safe strategy in highways terms.

Cycle provisions

Within 'Thick wall' which contains storage for 2 bicycles.

Vehicular access for fire fighting.

All areas within the dwelling are within 45m of the area 20m from the fire brigade accessible private road off Station Road.



Interior Perspective of main family room

3.5. Sustainability

Sustainability was a key consideration from the inception of this project. The following elements have been designed into the building to promote a sustainable design.

- Highly insulated walls, floors and roof
- Thermally efficient windows (above building regulations)
- High efficiency 'A' rated boiler
- Low Energy light fittings
- Low energy appliances 'AA' rated
- Photo Voltaic panels
- Dual flush WC's
- Water butts for watering the garden
- Wood burning stove to provide additional 'carbon neutral' heating to open plan living space
- Green Semi intensive roofing system

4. Services

4.1. Refuse

Bin storage is within the 'Thick wall' will be provided within the curtilage of the property, close to the entrance, for 2 240l wheelie bins – one for general waste, and another for recycling. On refuse collection day the appropriate bin will need to be wheeled by the householder to the edge of the private road which the refuse collection vehicles already use.

4.2. Gas, electricity & telecommunications

The site has access to existing gas, electric and telecom connections in the private road off Station Road.

4.3. Storm Water Drainage

Drainage from the roofs will flow into water butts for use in watering the garden, Excess storm water will flow into a soakaway places under the parking area.

4.4. Sewage

Foul drainage will be connected into the surrounding existing utility's system.

5. Conclusion

This application is for a new dwelling on a piece of land surplus to requirements. It is within the settlement policy boundary and we feel that in planning terms this is an appropriate use of the land. The influence of the local surroundings, both natural and man-made have all contributed to its final design.