



BfL12/Great Places Evaluation Sheet



Stage

Planning Application

Date

July 2015

Site and Postcode

Land off Station Road - Hayling Island

Category

Standard

Marketing Name

TBD

Site Context Information

Scheme Information

Date of planning consent Date of last completion Which brand(s) are used

Total number of units in submission

Is this a phase of a larger scheme, or a stand alone site?

If this a phase, are there other developers involved on other phases, and if so, who is taking the lead?

What is the housing mix including percentage & type of affordable?

Is the scheme solely residential or are there other uses (if so, what?)

Stand alone mixed use scheme comprising private mix of 2,3 and 4 Bed types, along with 30% mixed tenure 1,2,3 and 4 bed affordable types.

The site includes an area of ~1000 m2 of 'light industrial' units (Class B1 and C) to the western boundary.

Additional Information (If you need to, you can use this section to provide concise information on any specific issues that have shaped the design outcome)

The 'Light industrial' units to the western boundary and the 'residential' area will all be submitted as part of the same application

BfL12 Status Statement for LDLG Pack

RMD Sign-Off for LDLG Pack

Panel Use

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 envisaged 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 designed 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 space. 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.