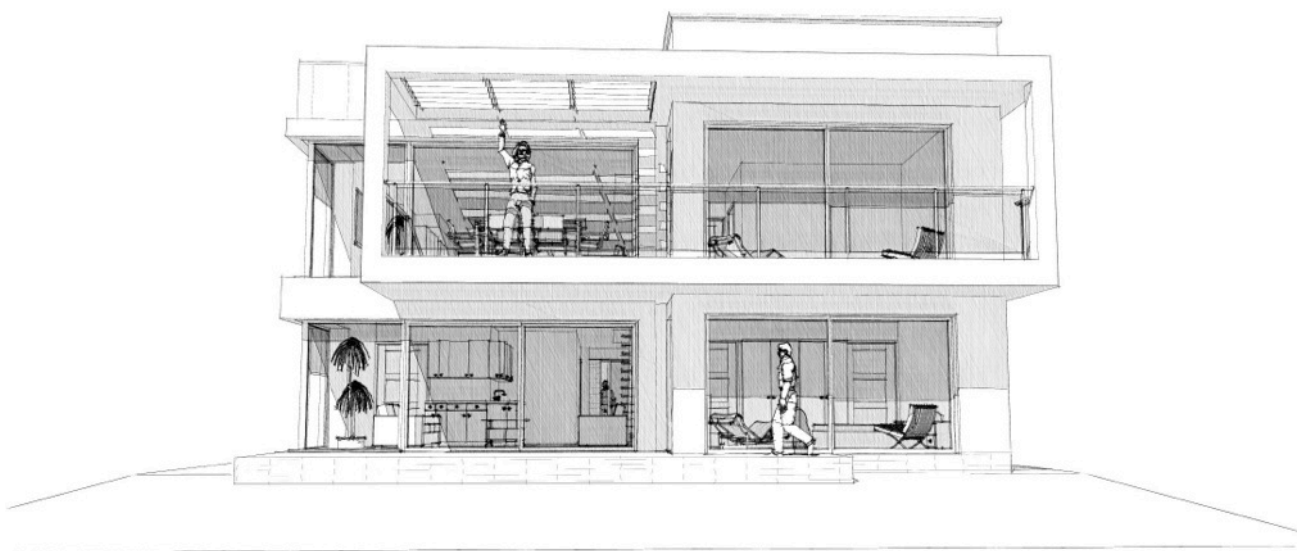


DESIGN & ACCESS STATEMENT

Proposed Replacement Dwelling at
78 Southwood Road Hayling Island Hampshire PO11 9QF
For Mr N. Bending & Ms S. Elder



August 2014

Job No. 3369

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Introduction

This statement outlines the important issues relating to the application for planning consent for the demolition of the existing dwelling and replacement with a new dwelling at 78 Southwood Road Hayling Island Hampshire PO11 9QF. The statement should be read in conjunction with MTA Architects drawings number 3369 / SP01, 3369/01C,02C & 03C plus Survey as existing prepared by Medlams Measured Surveys drawing number S598/EX01.

The Existing Site

The existing property sits on the south side of Southwood Road and is well set back from the road with a parking forecourt and existing garage between it and the road. The property consists of a chalet style bungalow and has four bedrooms. The property is entered from the north with its main aspect and living space facing south over the rear garden and the beach. The photograph below shows the property as viewed from Southwood Road.



Photograph 1 taken from Southwood Road Looking South.



Photograph 2 taken from The Beach looking North.

To the right of 78 when viewed from the south is a development of 2 and 3 storey flats and to the left is a smaller chalet style bungalow which has recently received planning approval for replacement dwelling with a more contemporary 2 storey house. See Application number APP/13/00559 for details of this approval.

Planning History

Southwood Road is a long established residential area with a mixture of single family houses and blocks of flats which appear to have been mostly built since 1945 and generally 2, 3 and 4 storey built in brickwork and render. There is a variety of styles along the street with little of any real architectural merit. The Local Authority's Urban Context & Character appraisal describes the plots as 'regular medium sized with good sized and well maintained garden spaces to front and rear. Number 78 would appear to be consistent with the description: the current property is a single family dwelling house believed to have been originally built in the 1930s, it appears to have been extended or altered in the past, with once open verandas facing the sea now fully enclosed with glazing. It is noticeably smaller than the immediate neighbouring properties to the east that are built as a complex of 2 and 3 storey flats.

The following photographs have been taken from the sea and show the current scale of development along this section of Southwood Road.

78 Southwood Road



Photograph 3 taken from the sea.

78 Southwood Road



Photograph 4 taken from the sea.

Pre-Application Consultations

MTA architects and the applicant have attended a meeting with a Planning Officer on 2nd April 2014 at the civic offices in the way of a Pre-Application Enquiry. A further meeting took place on Thursday 5th June at 78 Southwood Road. It was noted at those meetings that the proposed design was considered to be of a type and size that would be appropriate as a replacement dwelling in this location. We were advised to consult with neighbours regarding any potential conflicts regarding overlooking and privacy issues. It was accepted that the open nature of the South (beach) elevation was in line with that of the majority of properties in this location, that being of a very open nature with ground and first floor open balconies and terraces.

Statement of Community Involvement

It should be noted that a significant number of the adjoining properties are not used as permanent places of residence and are only occupied on an occasional basis. Therefore no contact has been made with the neighbours to the East at Anchor Court. The applicant has however had a number of discussions with the owners of the property to the West (76 Southwood Road) and we have revised the original design in order to address their initial

concerns. We now understand that they would be happy to support the current design as submitted.

Proposals

The application consists of a development of a single replacement dwelling, with associated Parking, Garaging and Bin Storage.

The proposal is for a 2 storey contemporary property with a garage at road level allowing disabled access to the main floors via a purpose built domestic lift. The configuration of the proposed property is broadly in the same location as the existing dwelling and of a similar footprint.

The main living areas will be at the first floor which will consist of an open plan kitchen/living/dining area and main master bedroom suite. All with open access to a first floor balcony overlooking the beach to the south. There will be 3 additional bedrooms and a garden/sitting room with utility room located at the ground level. The existing dwelling has noticeable corner windows at ground and first floor levels which allow views from the property looking west across to Portsmouth and the Isle of Wight. It is one of the features that the applicant wishes to preserve as part of the new design and we are therefore proposing a similar feature within this proposal. These windows are located in a very similar location to the existing.

The main entrance to the property is in a similar location as the existing and is in the middle of the North (Southwood Road) elevation. (See the image on the previous page.)

It is proposed to set the ground floor level of the property at 5.800M above ordinance datum level. The existing ground floor level is 5.475M. This is an increase of only 325mm. This is to ensure that the property is not affected by flooding and particularly wave overtopping. Please see the accompanying Flood Risk Assessment for this proposal by Betts Associates.



Image 1. View from the North from Southwood Road

The proposed design adopts a contemporary form and proposes to use a mix of high quality zinc cladding, brickwork and composite wall panels for the external wall finishes. Window are to be triple glazed with larger openings to the rear seaward facing elevation to maximize views from inside the house towards the sea. Windows on the East elevation are to be at high level and only provide light to the associated rooms, which will also maintain privacy to the adjoining neighbours.

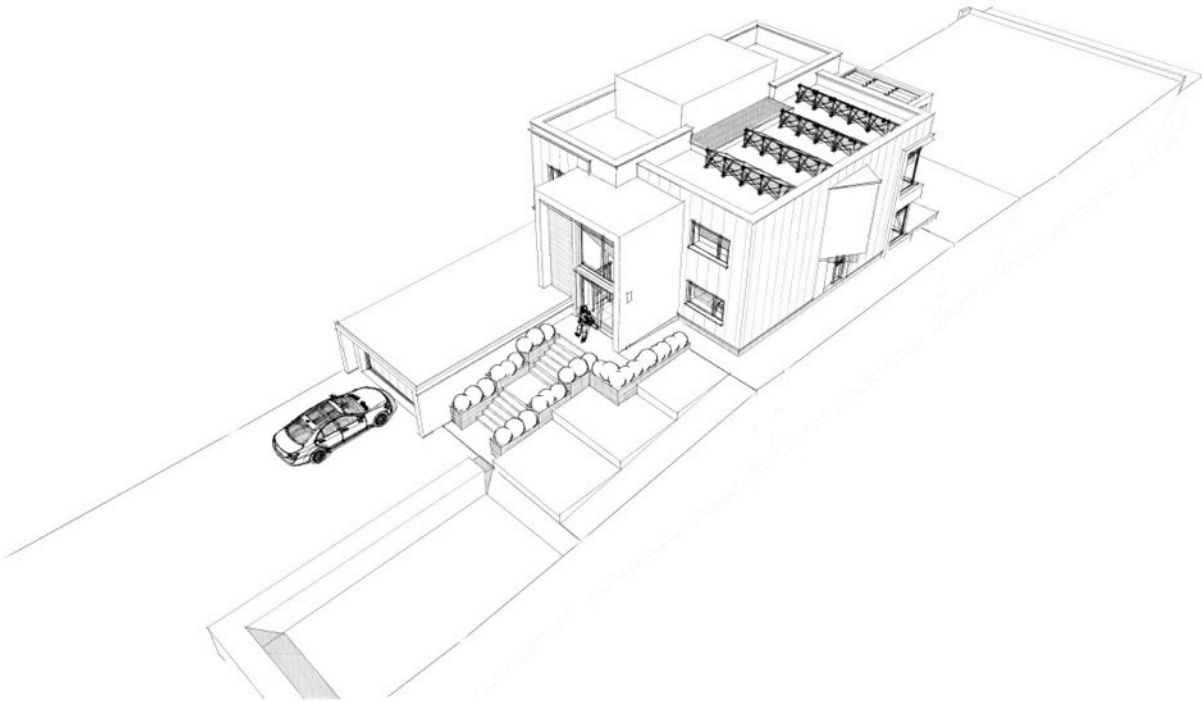


Image 2. Bird's Eye View from the North

For a number of reasons it is proposed to utilize a flat roof, firstly because this minimizes the height and mass of the building and reduces the impact on immediate neighbours and the street scape. Secondly, previous discussions between the LPA and applicants have asserted that flat roofs are a distinctive coastal typology & local building form. And thirdly, to facilitate the use of sustainable technologies such as photovoltaic panels, solar water heating and air source heat pumps which shall be ideally located and accessed on the roof and shall be concealed from external views. There is a small roof level plant room to accommodate the whole house ventilation and heat recovery equipment.

It is intended that the property shall have a low environmental impact therefore sustainability in the area of direct environmental impact and running costs have been considered, reference has been made to the BRE 'Green Guide to Housing' to inform the selection of building methods and products, specifically high insulation, exceptional airtightness in construction and provision of heating and power from renewable sources.

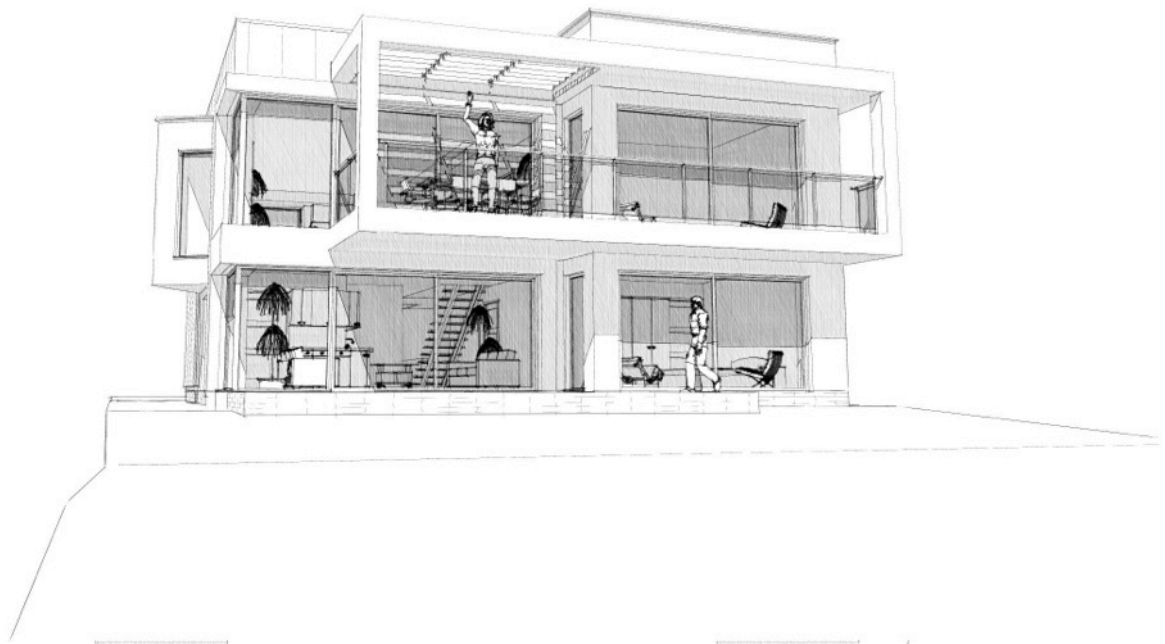


Image 3. View from the Beach from the south west.

This would aim to be aligned with the PPS Planning & Climate Change for what is essentially a brownfield site.

Access

Pedestrian and vehicular access will be directly from Southwood Road, There are gentle shallow steps located to the Northern side of the property and will be designed to allow for access for the ambulant disabled in line with Building Regulation Requirements. Wheelchair access has also been considered and we have therefore included a domestic lift which is accessible from the lowest garage level up to both ground and first floor levels.

We have provided off street parking for a number of cars within the front forecourt area as well as a turning area to allow vehicles to enter and exit the property in a forward gear. All major bus routes and cycle ways are easily accessible from this location. Additionally local shops and community facilities are all close at hand. We are looking to provide a slightly wider vehicle/pedestrian entrance in the boundary wall (4.0M) to ease access and we are also looking to increase the height of this boundary wall to 1.6M high and finish it in a complimentary rendered finish to match the new dwelling.

Conclusion

In conclusion we have prepared a scheme for a modest replacement dwelling making the best use of the existing land. The proposal is in keeping with the local vernacular and we feel is of an appropriate size and scale for the site. By selecting high quality materials for the external elevations we are proposing a design which we feel will enhance the area. We do not feel that this proposal represents an over bearing or un-neighbourly addition but will provide an attractive contribution to the mixed vernacular area. It is for these reasons that the proposal should be supported.

Sustainable Development

The proposals represent a sustainable use of the land, notably by re-using an existing site to provide a new low energy development for the 21st century.

MTA Architects are committed to sustainable development. The proposals for this site, in particular, have been carefully considered in line with the office sustainable building policy including the following:

- Achieving high standards of insulation in the building fabric to conserve energy created from fossil fuels.
- Minimizing rainwater runoff by minimising the extent of hard external landscape. It is anticipated that a rainwater harvesting system could be incorporated within this development to provide water for none drinking usages including flushing of toilets, watering of gardens and washing of cars etc.
- Creating an external environment, which is both a visual amenity and also offers environmental benefits such as summer shading and solar gains in winter months, etc.
- Adopting off-site construction techniques where possible e.g. consideration of timber frame and prefabrication techniques and construction.
- Using materials of low embodied energy and making use of recycled materials and renewable materials where possible.
- Adopting a design that makes the best possible use of the available land.
- Increasing levels of insulation over and above those currently demanded by Building Regulations to reduce CO2 emissions and overall Carbon Footprint.

The arrangement of the building on the site have been influenced by a number of physical factors but has also been driven by the intention to create a development within the neighbourhood that will foster social vitality and improved quality of life. Also provide a positive contribution to the area.

Bio Diversity Study

A study of the location has shown that there are no known wildlife habitats for creatures such as Foxes, Badgers, Newts, etc living within the area affected by the proposed redevelopment shown in red on the site plan.

During construction process every care should be taken not to harm any habitats for protected species that become apparent that are not currently visible or known about.

Waste Management Statement

Waste from Demolitions, Excavations and other Site Preparation Operations;

Any demolition material from the existing property and hard standings etc, should be carefully removed and sorted and where ever possible materials are to be sent

for crushing and recycling. During construction separate recycling skips are to be used for different materials and all shall be sent for recycling or disposal by registered waste management contractors to properly managed depots or disposal sites.

Waste from Construction Operations;

The construction phase of the operations will be carefully managed to minimise waste. Procurement of materials will be closely controlled to avoid over-ordering and off-site pre-fabrication methods adopted, where possible, to minimise off-cuts and product surplus.

All new timber used in the development will be sourced from sustainable supplies and wherever reasonably available, other secondary or re-cycled materials will be sourced and used in the construction.

A system for appropriate management and disposal of waste generated during the construction phase will be adopted. This will include the waste being sorted and disposed of in separate bins and including a designated recycling point on site. Mandatory site staff inductions will include an explanation of a recycling policy highlighting the need to minimise waste, where possible, and dispose of waste in the correct manner.

Suitable storage facilities on site will be available to protect construction materials and minimise waste.

Any waste that is generated during the construction phase will be managed by a suitable registered trade waste carrier who will be appointed by the contractor and transported to the nearest appropriate site.

Post construction;

Once construction is complete, the new property will be provided with an area for both domestic waste and recycling bins. These bins will need to be placed at the roadside for collection by local authority contractors on a bi-weekly basis.

Noise Impact Assessment

Design Assessment

As the proposal is for a residential development in an established residential area it is not envisaged that the development will cause any noise nuisance or impact on the existing area once construction is complete. The properties will be used for normal dwelling purposes.

Construction Assessment

During building construction it is inevitable that construction noise will be apparent from the development site, however, it should be managed so that it does not cause problems with adjoining and surrounding neighbours. Construction should be limited to normal working hours from 8:00am to 6:00pm Monday to Friday and 8:00am to 2:00pm on a Saturday. Working outside these times should be limited to quiet activities if necessary.

MTA ARCHITECTS LTD

PRACTICE PROFILE

MTA Architects are a well established and award winning architectural practice with offices in Brixham in Devon and Gosport in Hampshire. A fresh approach to design supported by experience and a rigorous attention to detail is the essence of MTA Architect's design philosophy.

MTA undertake a wide range of architectural work from small residential extensions to large multi-million pound commercial projects. Our experience includes houses for individual clients, other residential projects, sports and leisure facilities, schools and colleges, industrial units, hotels and healthcare projects.

For more information about the practice and to view some examples of our work on our website www.mtaarchitects.co.uk

The practice was established in 1967 and has built an excellent reputation for designing successful buildings. A lot of our work is repeat business for long standing clients who value good design and the service we can provide.

We are an RIBA (Royal Institute of British Architects) Chartered Practice with professionally qualified staff and we offer the full range of architectural services. We have also won a number of awards, including the prestigious Civic Trust Award for our work at Buckfast Abbey in Devon.