

# **DESIGN AND ACCESS STATEMENT**

**for**

## **PROPOSED RESIDENTIAL & COMMERCIAL REDEVELOPMENT HAYDEN GARAGES SITE & ADJACENT OFFICES**

**at**

**58-64 STATION ROAD, HAYLING ISLAND  
HAMPSHIRE PO11 0EL**

**November 2014**

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## **1.0 Introduction**

- 1.1 This Statement is to accompany a full planning application with respect to the redevelopment and change to a mixed development of residential and office use on Hayling Island of the premises known as Hayden Garages at 62-64 Station Road incorporating the extension of the existing adjacent offices at 58a Station Road and a single storey extension to no. 58 to provide communal facilities.

## **2.0 History and Marketing**

- 2.1 The property known as Hayden Garages is currently owned by the operators of the Garage, Mr. Pat Keene and Mr. Trevor Slydell. The existing offices are owned by Mr. Nigel Slydell and occupied by tenants on short term leases.
- 2.2 The current garage use has been financially unviable for some years and therefore the freehold owners had marketed the property with local agents since 2011 in an attempt to sell the business either as a going concern or as an alternative land use subject to planning permission. No offers were received.
- 2.3 An option to purchase the garage site was agreed between the owners and Hayling Builders in 2012, the latter being the long standing owners of the vacant land to the north, with the intention of providing a possible later phase of residential development in combination with the land comprising the builder's yard immediately to the west (Jewsons). This was supplementary to the development of the rear land on which outline planning permission has since been granted for a mix of residential and industrial development. This option expired at the beginning of September this year and Hayling Builders advised that they no longer wished to renew their option.
- 2.4 The developer, Nigel Slydell, has subsequently proceeded with the purchase of the land and property forming Hayden Garages with a view to obtaining permission for a mixed development of residential and commercial offices. Nigel Slydell already owns a small vacant parcel of land adjoining the site at the rear of no. 54 Station Road which is to be included in the development.

- 2.5 As already mentioned, he also owns adjacent commercial premises at nos. 58 & 58a Station Road which would be extended further with the opportunity of providing additional office space and improved amenity and parking facilities.

### **3.0 Local Character and Site**

- 3.1 The site is located on the north side of Station Road to the west of the West Town local shopping area. Immediately to the east of the site is the car park serving the West Town Hotel at no. 52 Station Road. To the west is Jewsons Builders Yard at no. 64a Station Road which also shares a common access with Haydens Garage. Part of the southern boundary of the proposed site also adjoins 'Jaspers' restaurant at no. 54 Station Road.
- 3.2 On the south side of Station Road opposite the site entrance are two storey terraced and semi-detached houses with access off Station Road.
- 3.3 Hayden Garages premises consist of a rather ramshackle collection of industrial sheds providing reception offices, vehicle servicing and a paint shop. The open space between is largely used for vehicle parking and other storage associated with the garage use.
- 3.4 The local area is of very varied character with an eclectic mix of residential and commercial buildings, many of limited architectural merit or significance.
- 3.6 Station Road has a regular bus service to Havant and beyond and West Town local centre has a Tesco Express convenience store, hairdressers, butchers and several restaurants, amongst other shops and business premises.

### **4.0 Site Analysis**

- 4.1 The existing Haden Garages site has an area of 0.219 hectare. The additional site and offices to be included has an area of 0.068 hectare making a total of 0.287 hectare (0.709 acres).

4.2 Diagram 1 below indicates the context appraisal and site constraints in simple pictorial form.

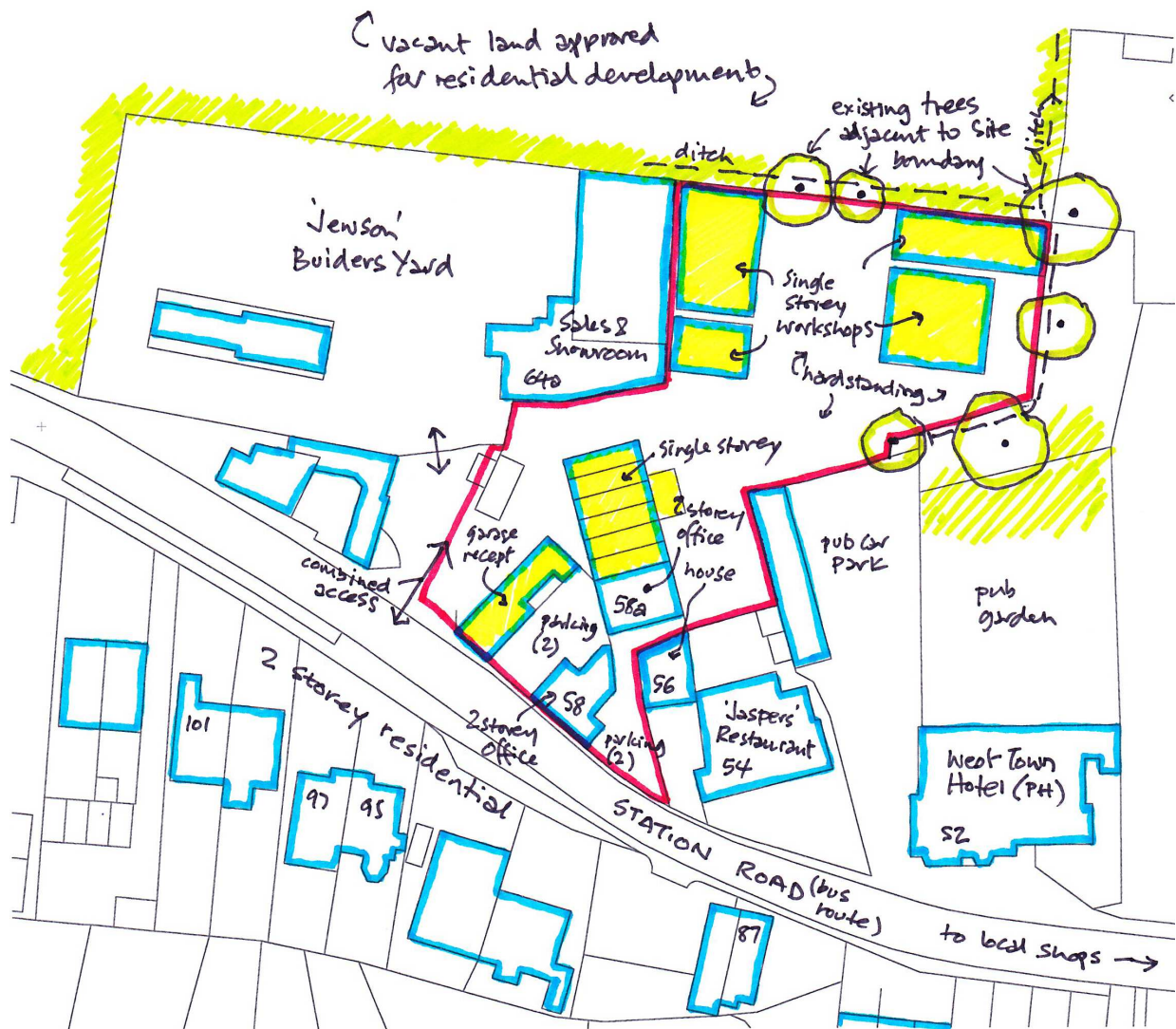


Diagram 1: Context Appraisal & Site Constraints

## 5.0 Planning Proposals and Layout

- 5.1 The proposal for this site is to provide a mixed commercial and residential development. All existing buildings relating to the garage use would be demolished and the site cleared for construction. The existing offices at 58 & 58a Station Road would be retained intact.
- 5.2 The existing office at 58a was constructed by Nigel Slydell in 2005 on the footprint of a former stable building. It is proposed to extend or extrude this in a similar design form and section profile to create a 'U' shaped block of offices wrapped around a small landscaped courtyard to provide an

attractive pedestrian access to the new buildings. These would contain mezzanine floors over part of their ground floors similar to the existing building.

- 5.3 The existing offices at 58 Station Road (obtained by conversion some years earlier) would be extended with a single storey side addition fronting onto Station Road but set back to break line with the original facade and to maintain a sight line to the vehicular access adjacent. This extension would contain communal bin stores to serve the existing and new development, sited in a convenient position close to the site entrance. The extension would be designed to blend with the character of the existing building using similar materials and finishes. A further small courtyard would be formed to provide pedestrian access to the existing entrances of nos. 58 & 58a.
- 5.4 The rear part of the site would contain a residential development of 5 no. two storey houses grouped around a block paved and landscaped parking area providing combined vehicular and pedestrian access to each dwelling.
- 5.5 The provision of new dwellings would allow the use of sustainable and low maintenance materials combined with high thermal insulation and reduced long term energy costs with consideration given to employing modern materials but with references to traditional forms.
- 5.6 The proposal shown included with this application is for the construction of five two storey dwellings consisting of 2 no. two bedroom semi-detached houses, 2 no. three bedroom semi-detached houses and 1 no. four bedroom detached house with an integral single garage.
- 5.7 The new dwellings would be positioned to allow the retention of the existing trees adjacent to the site. All houses would also have private fenced rear gardens with direct gated access. The orientation and spacing would also avoid unacceptable overlooking and maintain privacy.
- 5.8 At this preliminary stage, the layout is only in block form to allow the approach to design to be fully discussed with the local planning authority and to ensure that an appropriate design solution is applied to this site.

5.9 Diagram 2 below indicates the broad design analysis of the proposal in simple pictorial form.



Diagram 2: Design Analysis.

## 6.0 Access & Parking

6.1 The existing combined vehicular access off Station Road (currently serving both Hayden Garages and Jewson's builders yard) would be retained and extended/adapted to provide more discreet vehicular access to the

proposed development. Provisions would also be put in place to allow suitable vehicular access to be available if the builders yard were to be redeveloped for residential use at any time in the future.

- 6.2 A footpath would be provided directly off Station Road to provide separate pedestrian access to both the existing/proposed offices and to the houses at the rear. The opportunity would also be made available to extend this footpath to form a combined pedestrian and cycle link to the future housing development to the north of the site.
- 6.3 Separate car parking for the offices would be provided directly off the new access road totalling 10 no. spaces including 2 no. to be lost to make way for the extension of no. 58 Station Road. Parking for the houses would be provided on the basis of 2 no. allocated spaces per dwelling plus an additional integral garage space for the four bedroom house.
- 6.3 Lockable sheltered bicycle stands would be provided for the offices where indicated and secure bicycle storage would be provided for each house by means of a proprietary lockable bicycle store in each rear garden.
- 6.4 Level access would be provided into all new offices and each dwelling for ambulant disabled persons and wheelchair users.
- 6.5 The site is within very short walking distance to local shops and there is a regular bus service available along Station Road serving Havant bus interchange and beyond.

## **7.0 Design & Layout**

- 7.1 The new office development would be maintained in keeping with the existing office building at no. 58a and to follow the same profile, eaves and ridge heights where shown. All materials would be selected to match as set out on the Schedule of External Materials included in this application. Similar details would also be used to provide a coherent and consistent design to blend as seamlessly as possible with the existing building.

- 7.2 Offices 2 & 3 would be two storeys high and include part mezzanine floors at first floor, as the existing office building. Office 1 would be single storey without a mezzanine but with similar materials and details. This would allow afternoon sunlight into the entrance 'courtyard' formed by the new buildings and a more satisfactory composition and massing. Office 3 would also help to obscure the existing dilapidated building adjacent within the grounds of the West Town Hotel and provide a degree of visual separation between the commercial and residential parts of the site.
- 7.3 The single storey extension to the north-west of no. 58 and fronting Station Road would be built in keeping with the existing building and in similar materials and details. This building would discreetly contain the communal bin stores serving both parts of the development.
- 7.4 The design approach to the residential development is to provide traditional and recognisable forms but executed in a contemporary manner to emphasise the modern approach to layout and construction. By staggering the house plans, this breaks down the mass of the houses and allows the frontages of the houses on Plots 1-4 to link better with the house on Plot 5.
- 7.5 The roofs of the houses form a series of opposing mono pitches which alternate in contrasting materials and produce shapes reminiscent to sails on a boat, perhaps as a passing reference to the maritime connection of the area. This approach also breaks down the mass of the buildings and adds interest and scale to the housing group as a whole. The design deliberately creates a contrast with the more monolithic forms of the commercial development.
- 7.6 The choice of external materials for the houses would be to carry on the contemporary theme but also to adopt low maintenance and durable products which also work well with modern construction. Silicone based through coloured renders, pre-finished fibre-cement cladding and fibre-cement roof slates would be the main materials. These would give a lightness to the elevations in contrast to the heavier brick walls of the offices. Reference should be made to the included Schedule of External Materials.

## **8.0 Trees & Landscaping**

- 8.1 There are no existing trees within the site itself. The positions of trees adjacent to the site which need to be considered are shown on the submitted plan. These consist of a large mature mixed group of trees close to the south-east corner of the residential site and mostly within or adjacent to the rear garden of the West Town Hotel. There are also several oak trees adjacent to the northern boundary of the site. All trees immediately adjacent to the site are presently unprotected by TPOs but would be protected during construction and development. It is considered that they all have worthwhile landscape value.
- 8.2 An Arboricultural Impact Assessment, Tree Survey Schedule and Tree Survey and Root Protection Plan is included with this application setting out the constraints and method statement for protection of the retained trees.
- 8.3 A comprehensive and appropriate scheme for soft landscaping the new development, including new tree and shrub planting and turfing would be submitted for approval prior to commencement of construction. This would aim to soften the development in contrast to the existing industrial nature of the site and provide improved amenity to the local area.
- 8.4 Proposals for hard landscaping would be generally SUDs compliant in order to ensure that the development does not have a detrimental impact on flood risk. It is considered that there will be a significant reduction in the area of impermeable surfaces than exists at present. There is also an existing ditch system at the edge of the residential site which would be used subject to the approval of the Environment Agency.

## **9.0 Site Contamination**

- 9.1 In view of the current use of the site for vehicle servicing and car spraying, a desktop study and contamination report has been submitted with this planning application to include recommendations for further investigations and remedial measures.

## **10.0 Sustainability**

- 10.1 It is anticipated that any new dwellings would comply with a minimum Code Level 4 or above of the Code for Sustainable Homes.
- 10.2 It is intended to construct the superstructure of the proposed houses using a SIPS (Structural Insulated Panels) factory prefabricated system or similar using sustainably sourced materials. These systems are highly insulated and airtight, normally well exceeding the minimum requirements of the current Building Regulations. These systems would also reduce the construction time of the superstructure and reduce the need for on-site storage of large quantities of materials. This would keep any disruption to the users of Station Road to a minimum.
- 10.2 It is intended to make provision for the following installations in each dwelling:
- Comprehensive centralised ventilation and heat recovery system (MVHR).
  - Low energy lighting throughout.
  - Water efficient sanitary fittings.
- 10.3 As far as possible, construction materials will be selected for their sustainability rating and any built-in household appliances for their low energy rating.

## **11.0 Planning Obligations**

- 11.1 It is acknowledged that the development would require payment of a Community Infrastructure Levy (CIL) including a contribution to affordable housing as prescribed by Havant Borough Council. The Developer would enter into the necessary agreements should the Council see fit to grant planning permission.

## 12.0 Conclusions

- 10.1 This proposal is considered to provide an opportunity to much improve the character and amenity of this part of Hayling Island and perhaps be the springboard to bring forward the much needed further development already approved to the north of this site.
- 10.2 The commercial office development would provide increased employment over and above that of the existing garage use which might otherwise become a source of nuisance to householders once the approved large scale residential development to its immediate north is completed and occupied. This development as now proposed would not only be entirely compatible with the approved development but would also makes provision for a valuable pedestrian and cycle route to Station Road and the West Town local centre.
- 10.2 The developer, Nigel Slydell, together with the consultant architect, Jeffrey Douglas, have carried out a large number of developments within the Borough, many of which have been recognised for their architectural quality and attention to detail. The design styles of these developments have ranged from traditional estate housing to individual homes in modern materials and contemporary styles. It is considered that all these developments have sought to make a positive contribution to their various settings and to the built environment and provide well planned comfortable homes. This high standard would be applied to this development should planning permission be granted.