

Design and Access Statement

Rear of 13-21 Mengham Road, Hayling Island

November 2013

DunthorneParker
Architects



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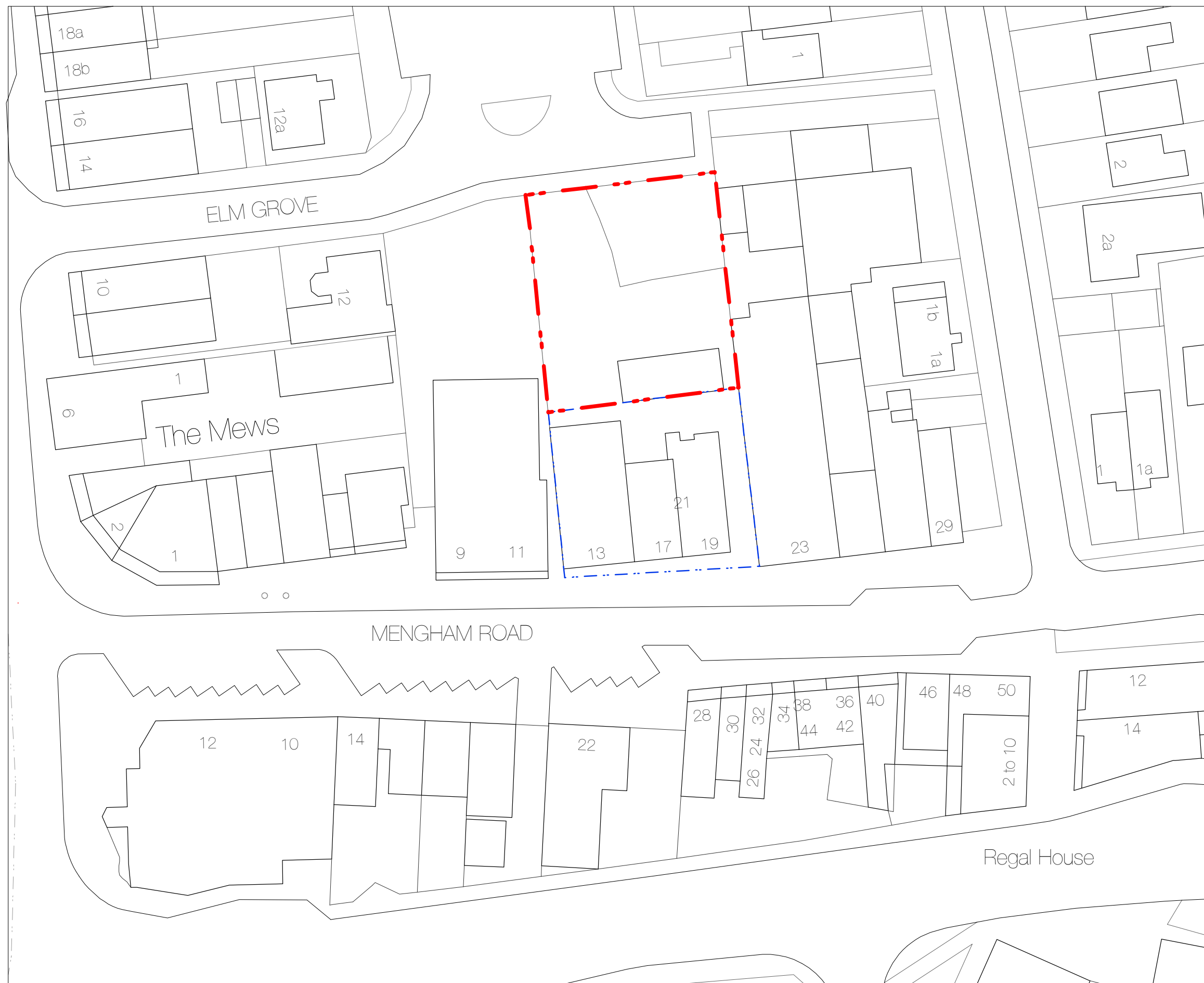
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SUMMARY



1 INTRODUCTION

PLANNING APPLICATION

This Design and Access Statement relates to the Full Planning Application for a two-story block of flats to the site to the rear of 13-21 Mengham Road, Hayling Island.

This Statement sets out to explain the underlying design process and rationale for the proposed buildings, taking into account the site context and surroundings including physical, social and economic characteristics.

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GOOGLE ARIEL VIEW OF HAYLING ISLAND



HAYLING ISLAND (STOCK.JASONHAWKES.COM)

2 SITE AND AREA APPRAISAL

HAYLING ISLAND

Hayling Island is an island off the south coast of England, in the borough of Havant in Hampshire.

Although largely residential with a current population of around 16,800, Hayling Island is a popular tourist destination during the summer months, especially for windsurfing and sailing due to the sheltered harbours and location right on the doorstep of the Solent.

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AERIAL VIEW OF SITE



BIRDS EYE VIEW FROM THE NORTH

2 SITE AND AREA APPRAISAL

SITE LOCATION

The application site is on Elm Grove, which is the property to the rear of 13-21 Mengham Road, Hayling Island.

Mengham is the largest settlement on Hayling Island where Mengham Road and Elm Grove are characterised by small shops and stores. The site lies directly beside Elm Grove Car Park for 100 cars, which serves the shopping area and community health centre Mengham shopping area,

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ELM GROVE



MENGHAM ROAD

2 SITE AND AREA APPRAISAL

MENGHAM ROAD

Mengham Road and Elm Grove are Hayling's main shopping areas where you will find super markets, banks, convenience stores, clothes shops, chemists as well as many other shops selling everyday goods.

On-street parking, three pay and display carparks and several cafés and tea rooms are within the immediate vicinity of the site.

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ST. LEONARD'S AVENUE HOUSING



13-21 MENGHAM ROAD



ELM GROVE RETAIL FRONTS



ELM GROVE HOUSING

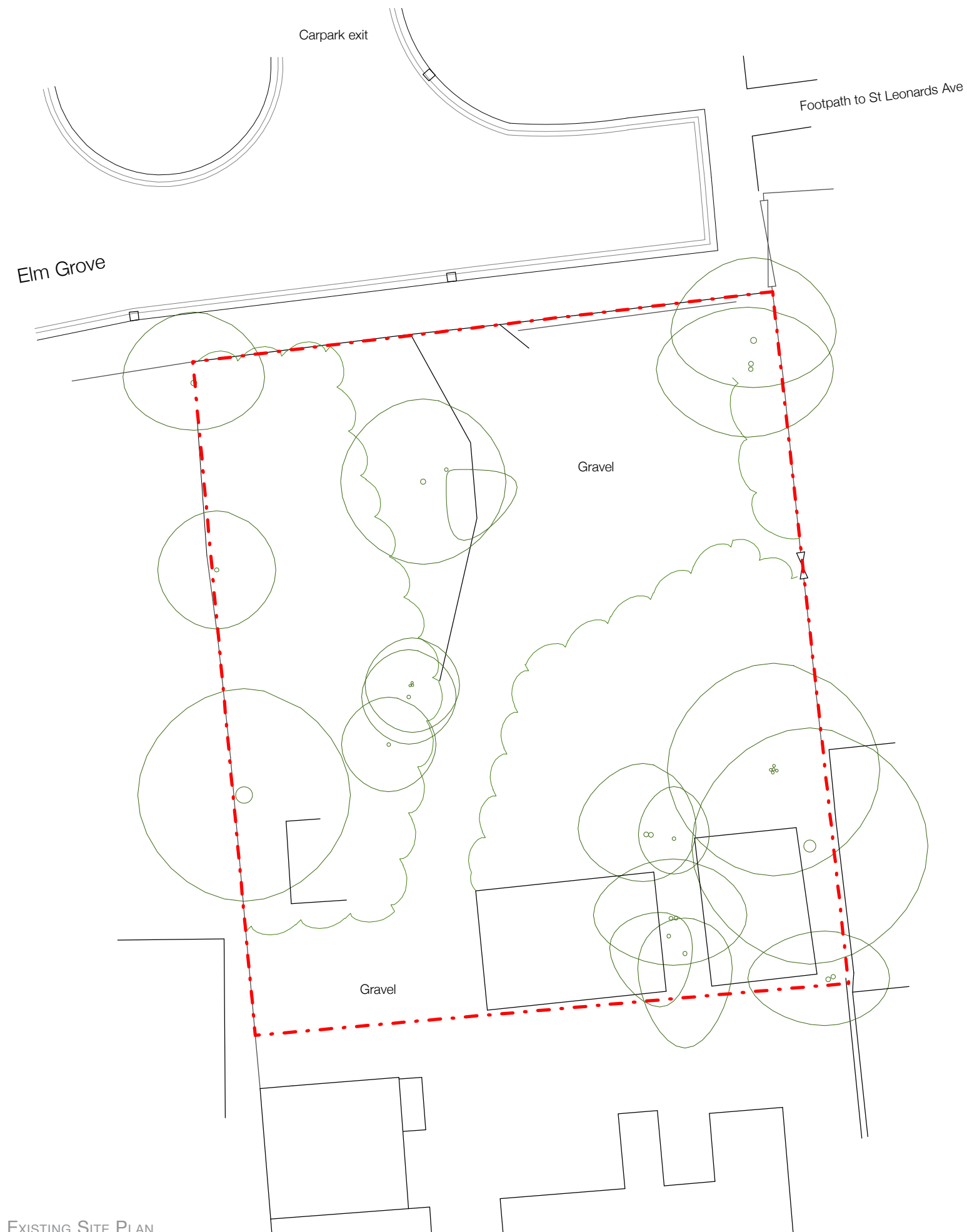
2 SITE AND AREA APPRAISAL

SURROUNDING CONTEXT

The site lies within a built up area composed mainly of two storey retail and residential developments in a variety of styles and finishes.

There is a mixture of flat roofed retail units mainly along Elm Grove and gable ended properties to the South and East of the site. Brickwork and render finishes are the most common.

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EXISTING SITE PLAN



SITE PHOTOS

2 SITE AND AREA APPRAISAL

APPLICATION SITE

The Application site is currently an underused overgrown gravel car park to the rear of properties 13-21 Mengham Road.

The site currently houses two pebble dashed garages, a considerable amount of overgrown shrubbery round both sides of the site and a small gravel area for parking and access through the site.

The site houses a number of trees and bushes including a mature Poplar Tree on the Western boundary that will be retained. The smaller trees will be removed for arboricultural Health and Safety reasons as well as for the facilitation of the proposed development.

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NORTH WEST ISOMETRIC VIEW

3 PLANNING CONTEXT

PLANNING

Planning permission for the development of the site was granted in 2007 under application 07/55859/003 for a slightly larger two-storey building with 8 flats. This application has now lapsed.

This application is to develop the site with a similar but slightly smaller scheme which comprises 7 flats within a two storey building with parking and cycle parking to the rear of the property.

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ENVIRONMENT AGENCY FLOOD RISK MAP

3 PLANNING CONTEXT

Flood Risk

According to the Environment Agency Map to the left, the site is seen to be a considerable distance away from Flood Risk Zones.

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PROPOSED WEST ELEVATION



PROPOSED SITE PLAN

3 PLANNING CONTEXT

INVOLVEMENT & CONSULTATION

Dunthorne Parker Architects have discussed the proposal with those parties interested in the design process.

They have sought Pre Application Advice from Havant Borough Council [GEN/13/00576], and the few concerns that needed addressing have been incorporated into the present proposal;

The Architect has sought advice from the Applicants estate agents, Miller's on Mengham Road, and have discussed the proposals with them and amended their scheme accordingly.

- The location of the proposed building is similar to the previous application, with the parking to the rear of the property that was Havant BC's preferred orientation.

- The new proposal is of similar footprint and height to the previous Application, which was Granted Consent in 2007 [07/55859/003].

- One parking space is provided for each flat, with one extra as a visitor's space. This is below the adopted standard, but as noted in the Pre App Advice there is sufficient temporary visitors car parking on the adjacent public pay-and-display car park. This is addressed in the Transport Statement that also accompanies the Planning Application.

- The scheme continues to have no adverse impacts on the mature poplar tree as set out in the Arboricultural Report.

- Access to the gate on the Eastern boundary has also been provided, with a sufficient amount of access alongside the building for occasional use, as required.

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Havant Borough Core Strategy, Local Development Framework, March 2011

Policy CS16 High Quality Design

Planning permission will be granted for development that is designed to a high standard, which helps to create places where people want to live, work and relax.

1. Responds to, draws inspiration from and respects local context and:

c) Uses the characteristics of the locality to help inform the design of the new development including heights, massing, existing buildings lines, plot widths and depths, materials and proportions of windows and doors;

e) The development does not cause unacceptable harm to the amenity of neighbours through smell, the loss of privacy, outlook, noise and overlooking.

6. Mitigates negative environmental impacts through sustainable design and construction methods, resource efficiencies, particularly water and the provision of facilities for waste recycling.

Havant Borough Council Borough Design Guide SPD, Dec 2011

1.08 Emphasis on community involvement in the plan making and decision making process. Collaboration with stakeholders and the local community to ensure it reflects local needs and concerns.

4.33 Materials and Detailing - It is also important that new developments make the most of opportunities to create visual attractiveness and diversity through detailing. The choice of materials should be informed by an analysis of the site and its context, this is particularly important in more sensitive areas of the Borough, such as conservation areas and Chichester Harbour AONB. Materials that are common in the Borough include brick; render, clay roof tiles, slate and in places, flint.

4.47 Understanding the Site and Context - It is crucial that the design of new places is undertaken with a sound understanding of the local pattern of development. This understanding should inform the design of a proposal and reflect local character and distinctiveness, whilst allowing innovative design.

5.05 Back-to-Back Distance - In order to maintain a reasonable relationship between new dwellings and neighbouring properties, the following minimum distances should apply:

- Where windows of the new development and an existing dwelling occur back-to-back there should be a minimum of 20 metres separation

5.07 Daylight - The design of new homes should maximise the amount of penetrable daylight to dwellings, whilst balancing other considerations such as privacy and the visual impact of the street. It is recommended that new dwellings should meet the daylight standards set out in BS8206 Part II (which also accords with the Code for Sustainable Homes Standard). For houses and flats, the impact of adjoining structures on the level of daylight available is particularly important in living rooms, dining rooms and kitchens. Daylight in bedrooms may also be considered, but is generally considered less important except where this is the main private accommodation such as in residential homes. Detailed proposals should also take account of local circumstances like level difference between properties and orientation.

5.12 Private Residential Amenity - All residents should have access to private amenity space whether that is the back garden of a house, a private shared space, or balcony of an apartment.

5.14 Apartments - Where ground floor apartments are being proposed the applicant should endeavour to provide private gardens for individuals where possible. When not possible communal gardens should be provided, with safe and convenient access for residents.

5.15 In addition, the design of apartments should incorporate balconies where possible, particularly in the absence of communal gardens. However, balconies are not acceptable everywhere, particular in historic and conservation areas.

5.16 Lifetime Homes - As people's circumstances change their needs and abilities in a home can change too. Often people feel they must move house when their current home cannot be adapted to their changing needs (e.g. disability, sickness, old age). Lifetime Home design comprises sixteen criteria that respond to people's changing need throughout their lifetime, in particular for modifications that may be required for individuals with mobility difficulties.

5.23 Services and Waste - All developments should provide adequate communal facilities for the storage of domestic waste prior to collection. These can be arranged and designed in a variety of ways including, designated communal storage areas on the ground floor of buildings and detached storage buildings.

5.25 Backland and Infill Developments - Havant Borough Council acknowledges that backland and infill developments have a role to play in delivering the council's housing and development targets. However, many of these sites are situated amongst existing neighbours and can create an adverse impact. Development of backland and infill sites should not have an adverse effect on neighbouring properties, should maintain and enhance the existing character and quality of an existing area and should create pleasant and attractive places to live.

5.31 Access routes should be located an appropriate distance away from the existing dwelling so not to have a detrimental effect through noise, visual disruption or loss of privacy. Routes should usually have a minimum separation distance of 3 metres from the edge of the access road to the edge of the nearest affected house, together with the appropriate boundary treatment to screen the access road from dwellings. In some instances, for example where habitable rooms and windows are closest to the access, this minimum separation distance may need to be greater. In other instances, where the nearest part of the house contains non-habitable rooms (e.g. a garage) a shorter separation distance may be permissible.

3 PLANNING CONTEXT

POLICIES

The new proposal takes account of the following Planning Policies in approaching the design of the building for which this Planning Consent is now being sought;

National Planning Policy Framework, March 2012

The Localism Act 2011, Nov 2011

Havant Borough Core Strategy, Local Development Framework, March 2011

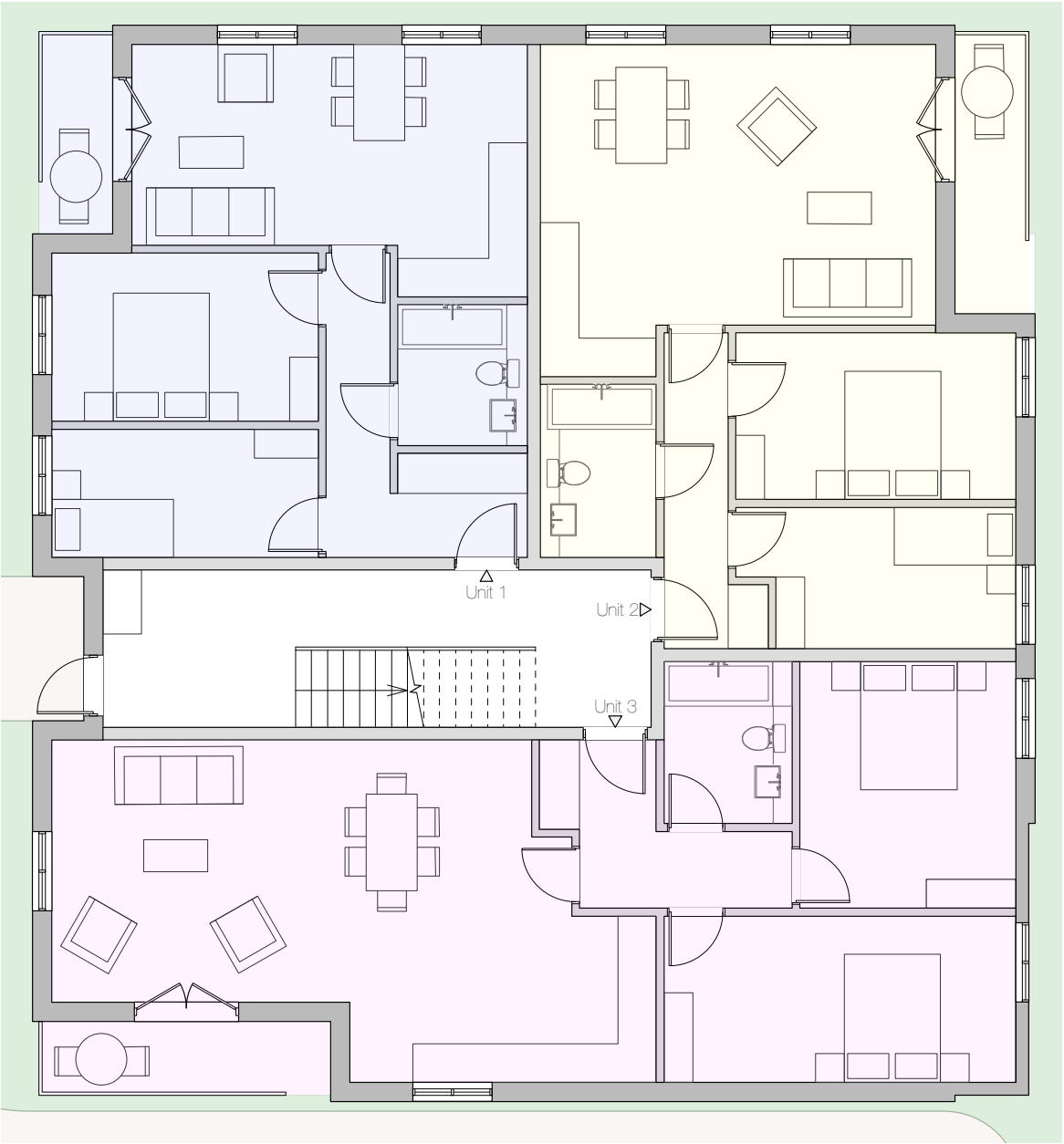
Havant Borough Council Borough Design Guide SPD, Dec 2011

Havant Borough Council Housing SPD, adopted July 2011

Relevant sections, shown to the left, highlight various policies that fully support this Planning Application proposal.

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Hayling Island

PROPOSED GROUND FLOOR PLAN



Flat Area Schedule

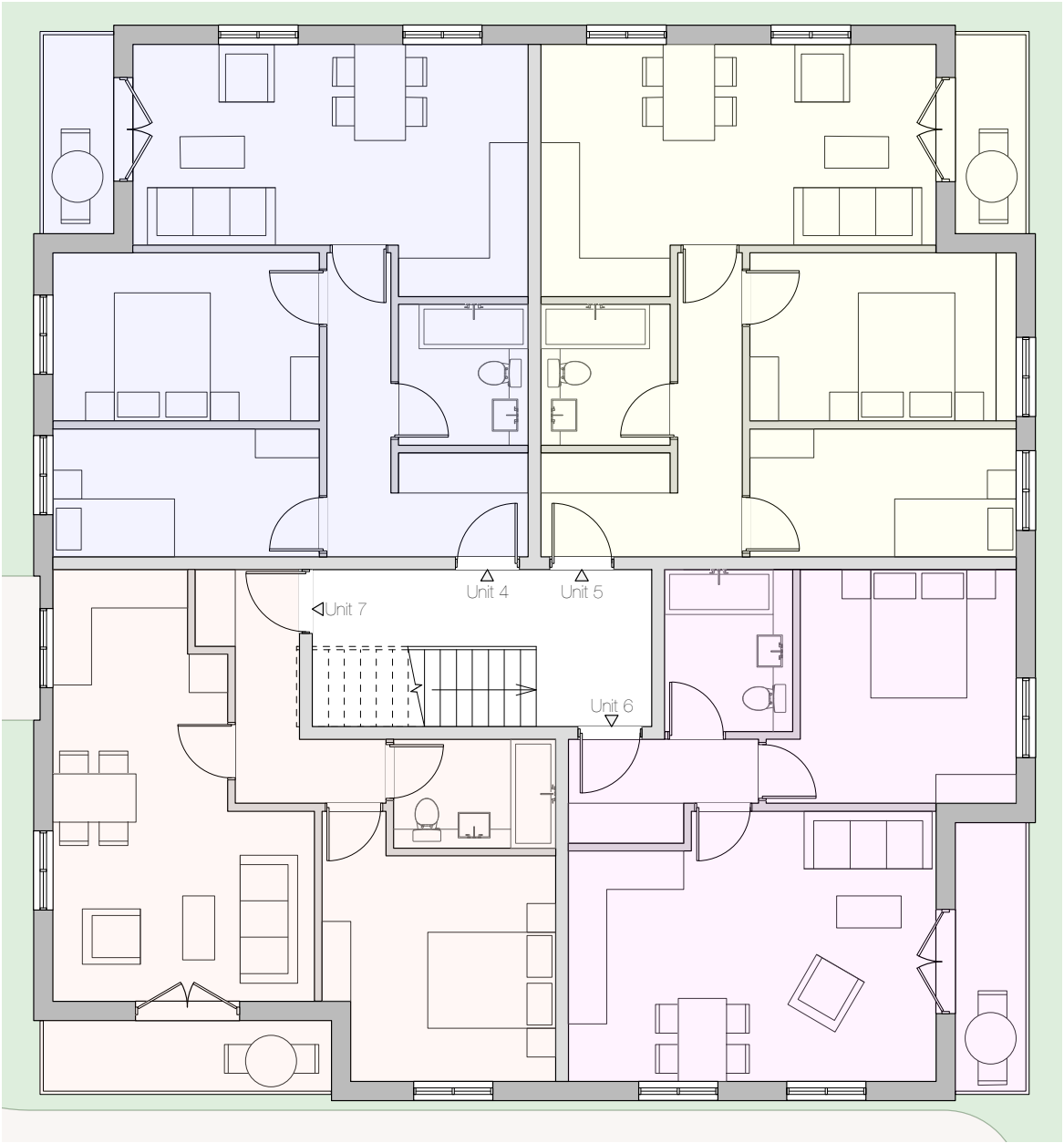
Unit 1 - 2 bed
59.3 sq.m / 635 sq.ft
(4 sq.m amenity space)

Unit 2 - 2 bed
67.1 sq.m / 720 sq.ft
(5 sq.m amenity space)

Unit 6 - Large 2 bed
87 sq.m / 940 sq.ft
(5.2 sq.m amenity space)

Common Parts -
21 sq.m / 225 sq.ft

PROPOSED FIRST FLOOR PLAN



Flat Area Schedule

Unit 4 - 2 bed
59.4 sq.m / 640 sq.ft
(4 sq.m amenity space)

Unit 5 - 2 bed
59.4 sq.m / 640 sq.ft
(4 sq.m amenity space)

Unit 6 - 1 bed
52 sq.m / 560 sq.ft
(5.4 sq.m amenity space)

Unit 7 - 1 bed
52 sq.m / 560 sq.ft
(5.7 sq.m amenity space)

Common Parts -
13 sq.m / 225 sq.ft

4 DESIGN PROPOSAL

PROPOSED BUILDING

The proposed building includes three two-bed flats on the Ground Floor and two one-beds and two two-beds on the First Floor.

Access into the common parts of the building is from the East side of the block. The flat organisation is logical and usable. Each bedroom and the living/dining area faces out to the East and West. Glazing on the South facing facade has been restricted due to the interests of the nearby properties.

Each flat has an external amenity space off of the living/dining area. The ground floors then have access out to the surroundings.

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SOUTH EAST ISOMETRIC VIEW

4 DESIGN PROPOSAL

SCALE AND MASSING

The building is a two-storey property which fits in with the surrounding context of two/three storey flat and pitched roof properties.

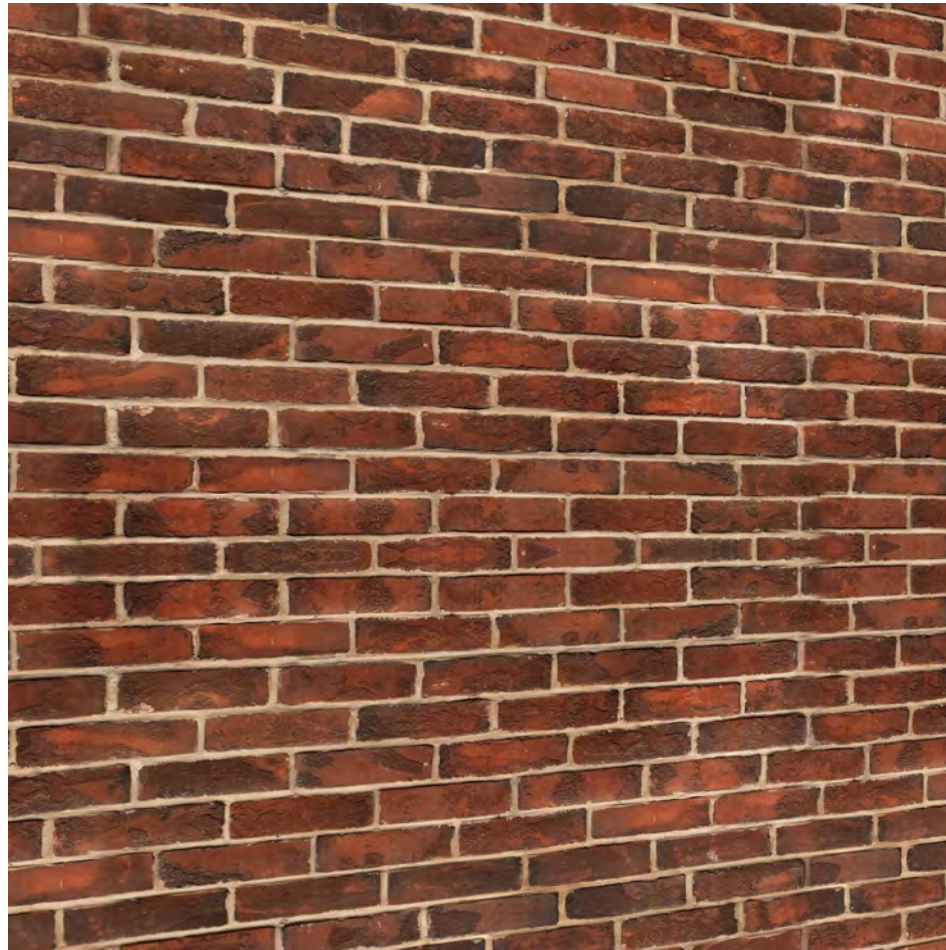
The proposed building is in line with the height of adjoining buildings and its scale responds to the nature of the site, both in terms of the properties on Mengham Road and those to the East.

Each corner of the building appears to be cut out and replaced with external amenity spaces which helps to break up the massing of the building.

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BRICKWORK



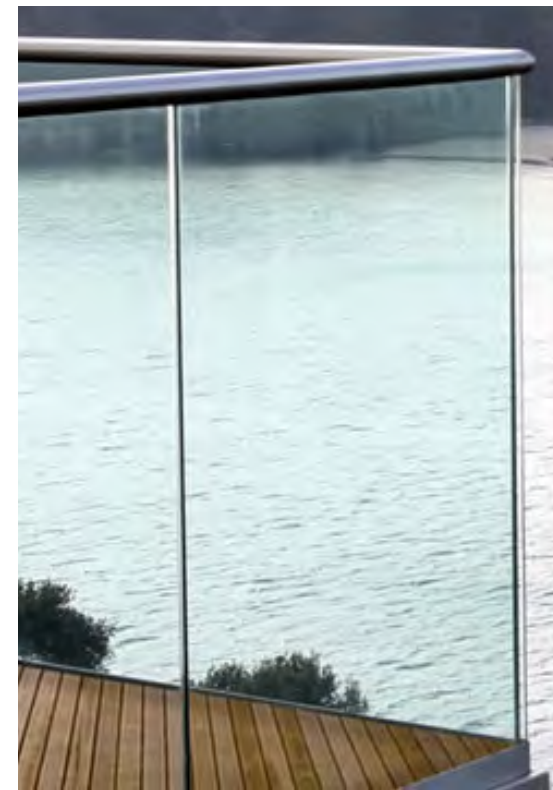
WHITE RENDER



SLATE TERRACE DOORS



SLATE WINDOW FRAMES



GLASS BALUSTRADE

4 DESIGN PROPOSAL

MATERIALITY

The choice of materials for the proposed development have been informed from an analysis of the surrounding context which includes brickwork and render.

The rectilinear brickwork external skin has been cut into on each corner forming external amenity spaces, which have been rendered to break up what could have been monotonous frontages. The glass balustrades create a lightness to the corners.

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TARMACDRY



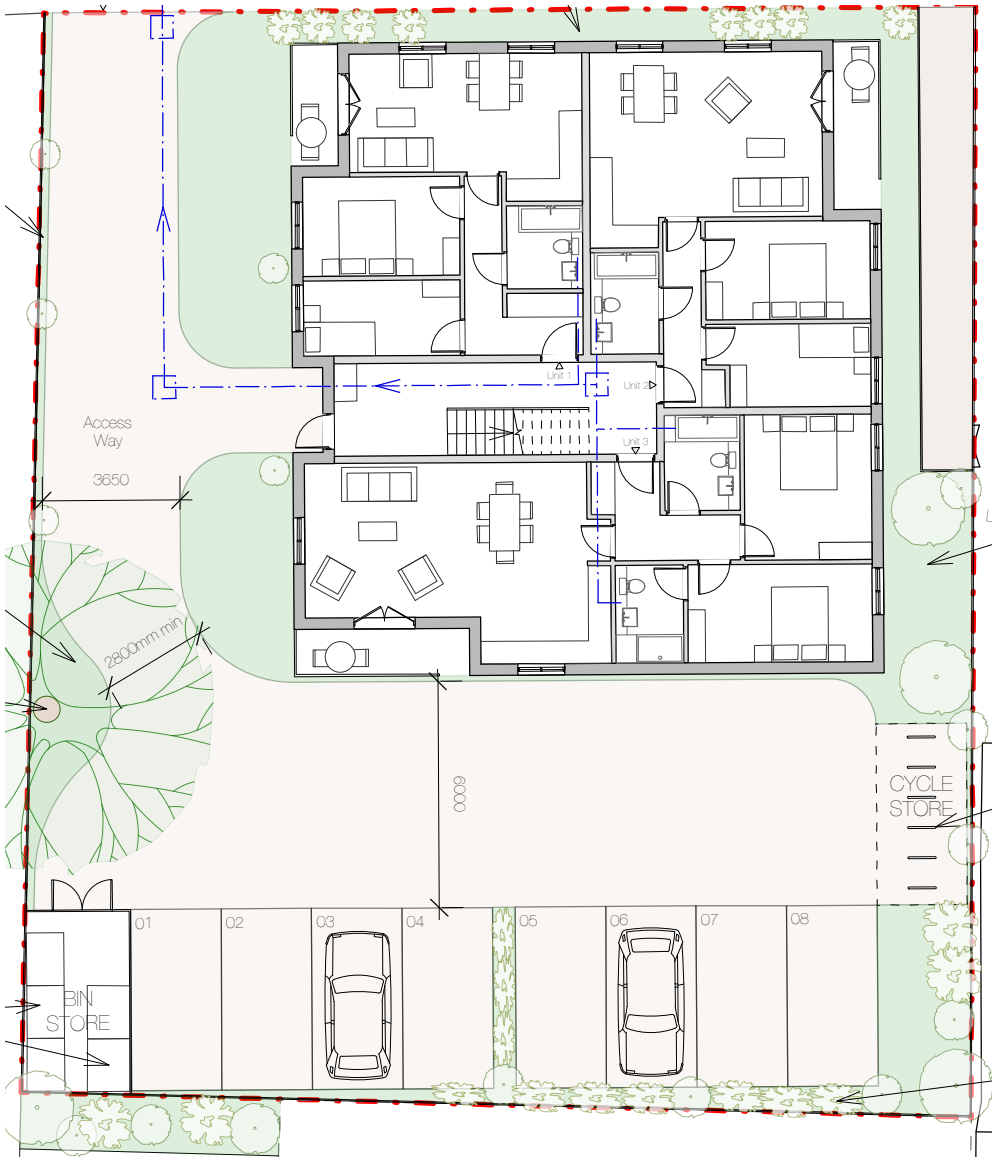
GRASS



PEA SHINGLE



SEDUM ROOF



LANDSCAPING SITE PLAN



POPLAR TREE



COTONEASTER



HORNBEAM



BOXWOOD GREEN VELVET



BLUE STAR JUNIPER



ACER GINALA
EMERALD MAPLE

4 DESIGN PROPOSAL

LANDSCAPING

New tree planting will be provided on the areas of soft landscaping with native trees and shrubbery.

The access road and parking areas will be surfaced with permeable materials, for example TarmacDry, which allows for effective rainfall infiltration or attenuation.

All areas that are not part of the parking and access routes will be planted with substantial and low maintenance shrubs and small trees.

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5 ACCESS

VEHICULAR AND PEDESTRIAN ACCESS

There is a single point of entrance into the building from the West facing facade. This is the preferred position of entry due to the smaller distances to travel to the car parking and bin store.

There are 8 parking spaces, one dedicated for each of the 7 flats, with an additional visitor space. This is below the adopted standard, however a travel statement also accompanies the Planning Application.

A bin store and cycle parking are situated to the south of the site and are positioned for ease of access by the inhabitants and the refuse vehicle.

The access route is 3.5m in width, providing enough space for two cars to pass one another at one time and for service vehicle access to the bin store. There is also a 3metre area of landscaping between the building wall and the access road in order to screen the access road from the dwelling as much as possible.

The parking is located along the southern boundary of the site, with a 6.2metre distance separating them and the building for ease of access into each space and to not visually disrupt the inhabitants.

Pedestrian access has been provided on the Eastern boundary to allow access to the existing gate if required.

The ground floor entrance threshold is of level access from the access road, therefore there is no impediment to easy access. The entrance door has a clear width of 876mm, complying with Provision 6.23. The internal layouts of the Ground Floor common parts and the flats are all designed to be compliant with Building Regulations Part M for the disabled. The hall has an unobstructed width of 1200mm and the stair is 1200mm wide, which both more then satisfy the requirements, as well as providing easy access to the WC.

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6 SUMMARY

The proposed design is simple and visually legible as well as being economic. The layouts for the new scheme are logical and usable. The proposal ensures an easily accessed and understood building, for vehicular, cycle, servicing, emergency, disabled and pedestrian users.

The scheme is replacing an underused and overgrown piece of land to the rear of retail units on Mengham Road, which is currently not visually appealing nor beneficially used. New attractive landscaping will help to improve the currently neglected site.

The design of the new building is fully supported by all of the above mentioned Havant Borough Council policies, all as stated and identified.

The new construction, in its design, layout and materials sits squarely within the local environment and will offer valuable residential units for the local people in a superb location.

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