GEOFFREY J DUFFETT

ARCHITECTURAL CONSULTANT
PLANNING SERVICES

HAVANT BOROUGH COUNCIL
13 DEC 2011
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DESIGN & ACCESS STATEMENT

Proposed detached dwelling following demolition of Lt. Ind. Units comprising workshops, timber stores etc., on yard at rear of No.18 Clovelly Road, Hayling Island PO11 0SD.

Site & Surroundings

The site is at the end of Clovelly Road cul-de-sac abutting open farmland to the east and south and is outside the St. Peters Conservation Area. It has been in use as a timber yard with ancillary workshops, stores etc. since 1962. No.18 is at the west end of the site in the ownership of the applicant. The limitations of its size and access precludes any further expansion of the business essential to ensure economic survival.

Proposed Development

The rather unsightly buildings currently on the site cover approx. 378m.sq floor area together with 2no. Caravans and sundry sheds to be demolished and removed. It is proposed to relinquish the land use class [assumed to be 1SG-sui generis] subject to permission for 1no. Dwelling of traditional design to blend in with the character of the area using stock facing brickwork, plain clay tiles and timber doors, window frames etc.

Access & Landscaping

Clovelly Road is short, straight and approx 6.8m wide with footways on both sides leading to an unmade up section approx. 6m wide serving Nos 14, 16 & 18 and the timber yard. With regard to site clearance the Senior Ecologist of Development & Biodiversity dept. of H.C.C. has been consulted and his recommendation for site clearance, protection of reptiles, birds and a biodiversity enhancement scheme to include strengthening boundary hedges, gaps filled where necessary with native species [e.g. spindle, bird cherry, hazel, hawthorn, guelder rose and field maple] to be incorporated. The whole of the site is almost entirely composed of compacted hardstanding with no planting or soft areas suitable for wildlife. It is proposed to replace the hardstanding and concrete bases of workshops etc., with graded topsoil to be planted and landscaped. The vehicular access and turning area to be permeable to allow s.w. to disperse naturally. There is an open s.w. ditch along the south and east boundaries leading to a s.w. collection point and tidal flaps.

Vehicles using Clovelly Road and the access for delivery of materials and products to and from the timber yard include on average of 2no. 16 tonne lorries per day, trucks/vans 10 times per day and various customers cars 8 times daily which has caused significant annoyance to owners in Clovelly Road occasionally requiring the attendance of Police Officers.

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Access & Landscaping cont.

The passage of traffic to one dwelling would be significantly less and greatly reduce the number of vehicles using St. Peters Road and Clovelly Road and generally create a quieter environment. The site is well screened with mature hedges and trees to be reinforced in accordance with the requirements of the Environmental Dept.

Flood Risk Assessment

The site is unlikely to flood except in extreme circumstances [average gr level being above 4.1m AOD]. The floor level of the building will be set no lower than 4.3m AOD. There will be a permanent staircase to the 1st floor level with an escape window to facilitate evacuation pending arrival of Emergency Services in extreme circumstances. There will be less people on the site after closure of the Timber Yard during working hours but occupants of the Dwelling would be in residence. If necessary vertical channels could be fitted to walls either side of entrance doors to allow flood resistant doors to be inserted to ht of 800mm. The Applicant is aware of the implications and undertakes to accept responsibility.

Planning Policy Context

The intention is to re-locate the activities of the Timber Yard to an alternative site in the Borough in an area more appropriate to an industrial use making the land available for residential use of scale and layout in keeping with neighbouring properties. National and Local planning guidelines support residential development on previous "brown" sites.

Conclusion

The proposed scheme represents many advantages in the significant reduction of vehicular traffic in this area, less pollution and noise, removal of visually intrusive industrial units and impermeable surfaces covering whole site allowing for large areas to be restored to greenness. It provides the opportunity to enhance biodiversity by improving nesting potential for birds, encouraging re-colonisation by reptiles from adjacent habitat, provision of log-piles for insects and bat friendly tiles located in the new building or boxes. The proposed dwelling would have less impact on the surrounding area of Chichester Harbour AONB in terms of activity and building bulk in the spirit of the aims of the Northney & Tye VDS and guidelines for new dwellings to avoid visual intrusion to the landscape of Chichester Harbour AONB.

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