

Land at Station Road Hayling Island

Design & Access Statement

June 2013



On behalf of:

Hayling Island Builders Ltd

Land at Station Road

Hayling Island

Design & Access Statement

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Figure 1.1: Site Location Plan

O1 Introduction

Purpose

This Design and Access Statement has been prepared by CSA Environmental Planning in support of the outline planning application for up to 60 dwellings, landscaping and access on land at Station Road, Hayling Island.

The scope and contents of this document meets the Communities and Local Government's (CLG) publication on 'Guidance on information requirements and validation' published in March 2010.

The document is set out in the following manner:

Section 1: Introduction.

Section 2: Public consultation and planning policy background.

Section 3: The context of the site in terms of its physical character and setting within Hayling Island.

Section 4: Opportunities and constraints.

Section 5: The proposals (amount, use, layout, scale and landscape).

The Site

The application site is located at the northern edge of West Town in South Hayling and occupies part of an arable field, approximately 2.4 hectares in size. Located to the north of Station Road and east of Furniss Way, the site consists of a broadly rectangular parcel of land with an additional strip of land extending southwards to Station Road on the south western corner.

The site contains little vegetation of note, apart from several mature trees located around the peripheral edges. The northern boundary is not defined by any physical features, beyond which lies an area of arable farmland. The existing 20th Century residential developments at Chesterton Close and West Lane lie to the north-east. The Hayling Billy Trail, a public right of way running along the disused railway, is located to the north west of the site.



The Hayling Billy Trail runs along the disused Hayling to Langstone railway line

The eastern site boundary is marked by a 1-2m wide ditch, beyond which lie the rear gardens of properties at Dances Way, which are approximately 12-15m deep. The properties on Dances Way are predominantly two-storeys high, although three dwellings to the south east of the site are single storey bungalows. The adjoining property boundaries are mostly defined by wooden fences of varying heights and designs.

The eastern part of the southern boundary adjoins a builder's yard and a garage which incorporates an area of hard standing and a number of single storey concrete buildings, which present a blank elevation to the site. A metal palisade security fence, approximately 2m in height, defines the remaining site boundary. Two mature trees can be found towards the eastern end of the southern boundary.



Concrete buildings and metal palisade fencing define the southern site boundary

The western part of the southern site boundary adjoins the rear gardens of residential properties accessed from Station Road, the boundaries of which are defined by close-board wooden fences.

The western boundary is marked by a 1m wide ditch, beyond which lies a poorly maintained 2.5-4m high hawthorn hedge and Furniss Way. A number of industrial units associated with Hayling Billy Business Centre are situated along the western side of Furniss Way. The parcel of land north of the industrial buildings is currently being used as an informal/unofficial off-road cycle facility (bmx track) and Station Theatre is located to the south of the units.



Light industrial units lie to the west of the site



O2 Public Consultation & Planning Policy Background

Community Engagement

A public exhibition was held at Hayling Island United Reformed Church Hall in South Hayling on Thursday 21st March 2013 from 4pm-7pm.

Members of the public and elected representatives were invited to attend and give their feedback on the emerging proposals for the site. It is estimated that the exhibition was attended by over 70 people who raised a number of issues, which are detailed in the Statement of Community Involvement (SCI) document submitted as part of this application.

During the course of the exhibition, Haying Island Builders and their consultant team spoke to local residents and local Councillors on topics including highways, drainage and layout.

The consultation process has been successful in raising awareness of the proposals and has enabled the project team to take into account local issues during the design process.

Planning Policy

In March 2011 Havant Borough Council adopted its Core Strategy which sets out the spatial planning strategy for the area up to 2026.

The Core Strategy sets out how many new homes and jobs are needed in the Borough and their distribution. It also sets out what services, facilities and infrastructure such as green spaces, shops and community services are needed and how they will be delivered, whilst having regard to the borough's high-quality natural environment.

Following on from the Core Strategy, the Council is now producing its 'Local Plan - Allocations' which builds upon the spatial vision set out in the Core Strategy and allocates specific sites in the Borough for new homes and employment.

The Draft Allocations Plan was published in December 2012 for consultation and a Pre-Submission document is scheduled for Autumn 2013 with final adoption due in July 2013.

In response to the early rounds of consultation the Draft Site Allocations document identifies the application site as part of Site UE21/BD73 and suitable for mixed-use development comprising housing and non-residential uses.



Draft Allocations Plan Document



Hayling Island Proposed Allocations -
Site UE21/BD73 shown in yellow

The masterplan team also met with various technical departments of the local planning authority to discuss the design principles of the scheme. These matters have informed the overall scheme design.

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An example of the information boards displayed at the public consultation event

03 Site Analysis

Site Context

Hayling Island

Hayling Island is located off the south coast of England, in the county of Hampshire. Hayling Island is a true island, completely surrounded by sea. Looking at its north to south orientation, it is shaped like an inverted T, about 6.5 kilometres (4.0 miles) long and 6.5 kilometres wide.

Hayling Island is separated from the mainland by a narrow channel known as Sweare Deep. The island is accessible from the mainland by Langstone Bridge which is traversed by the A3023.

A small passenger ferry connects it to the neighbouring island of Portsea where the city of Portsmouth is located. To the west is Langstone Harbour and to the east is Chichester Harbour.



Langstone Bridge connects Hayling Island to the mainland

Halfway along its four-mile length the island is almost cut in two at the point where Mill Rythe, a narrow inlet, comes in on the east side from Chichester Harbour. The vast majority of the island's population live to the south of this narrow 'waist' in the more prosperous portion of the island.

The southern part of Hayling is the area best known by holidaymakers, and is a combination of town and country with the agglomerated settlements of West Town, Gable Head and Eastoke within easy reach of fields, farms, woods and the sea.

Together, the beaches and the outlook over the English Channel have consequently led to the growth of West Town from a rural hamlet into a seasonal seaside resort.



A high proportion of Hayling Island's population reside in the south of the island

Station Road

In terms of geographical location, the site is well located in terms of pedestrian accessibility to a range of local amenities and facilities.

Station Road has a mix of commercial premises along its length, offering a range of local amenities including a Tesco Express, a grocers, a pharmacy, a butchers, take-aways, pubs and restaurants, all of which are within walking distance of the site.

Hayling Park playing fields and Hayling Island community centre are located to the south of Station Road and offer a number of sporting and leisure activities, such as football, tennis, cricket and bowls.



The beaches and coastline continue to draw visitors to Hayling Island

Local Facilities and Services

- ① Hayling Billy Business Centre
- ② Station Theatre
- ③ Jewsons Builders Merchants
- ④ Jasper's Restaurant
- ⑤ West Town Public House
- ⑥ Laundrette
- ⑦ Paige's Fishing Tackle
- ⑧ Fish Bar/Barbers/Thai Restaurant/Cafe
- ⑨ Charity shop/Madeleine's Health & Beauty
- ⑩ Lloyds Pharmacy
- ⑪ Chinese takeaway/Ladbroke's
- ⑫ Tesco Express/Local Takeaway
- ⑬ Barley Mow Public House
- ⑭ West End Body shop (motor vehicles)
- ⑮ Off License/Estate Agent/Hairdressers
- ⑯ The Bridge Centre/Church
- ⑰ Hayling Island Community Centre
- ⑱ Hayling Park Playing Fields
- ⑲ Hayling Island Caravan Park
- ⑳ Post Office



Figure 3.1: Illustrates the site's close proximity to facilities and services.

Historic Context

Human settlement on Hayling Island dates back to the iron-age, and the Romans are known to have occupied the area between the 1st and 4th Century AD. At the time of the Domesday Book (1086) Hayling Island probably had a population of around 300.

Before the 19th Century, the principal industries on Hayling Island included salt making, mackerel fishing, shellfish harvesting and agricultural farming. Salt production was an industry on the island from the 11th Century.

By 1801, at the time of the first census, Hayling Island had a population of 578 divided between small villages. In 1824, the original Langstone Bridge, a 960 foot long bridge of timber construction provided Hayling Island with its first permanent dry connection to the mainland, replacing the Wadeway as the main link to the mainland. The 1824 bridge was described, in its time, as “One of the finest structure of the kind in the Kingdom”.

Prior to the construction of the original Langstone Bridge, access to and egress from the Island was only possible by boat or by use of the Wadeway. This three-quarter mile long footpath probably existed since pre-Roman times and offered a route for pedestrians and horse riders during the three hours either side of low-tide.

The early development of West Town was largely the result of the aspirations of William Padwick, who was determined to develop the island into a fashionable resort to rival Brighton or Bath, or a “Utopia by the Sea”.

A passenger railway from Havant was built in 1867, with a southern terminus at South Hayling station in West Town. Known as the ‘Hayling Billy’ line, it was hoped that its construction would boost the fortunes of the resort. By 1901 Hayling Island had a population of just over 1,600, and at that time was still a quiet place.

However, by the 1930’s when the popularity of the motor car made travelling to the island more convenient, Hayling Island developed into a busy seaside resort with many visitors drawn to the beaches, funfair and new holiday camps.

By 1950 Hayling Island had a population of over 5,500, as it continued to grow rapidly, and a new concrete bridge linking the island to the mainland was opened in March 1956. In 1963, the Hayling to Langstone railway line was closed, and the route converted to a four and a half mile coastal leisure trail known as the Hayling Billy Trail coastal path.

Today the trail is used by horse riders, cyclists and pedestrians as an alternative, more peaceful route between West Town and the Langstone Bridge, offering a glimpse of the wildlife that inhabits the Island.

The latter part of the 20th Century saw the continued growth of Hayling Island, with a number of large housing estates increasing the present population to approximately 16,000.

 Site Boundary

 Coastguards Conservation Area

 Listed Buildings

01. Flint Cottage

02. Newton House Hotel

03. Deep Thatch

04. No. 15 Hollow Lane

05. Gothic Lodge

06. Stamford Lodge

07. Clarence Cottage

08. No. 35-53 Sea Front

09. The Shades Public House

10. The Royal Hotel

11. Saltings

12. The White House



Historic Built Environment

A number of listed buildings are located within a 1.0km radius of the site and the Coastguards Conservation Area is located approximately 700m south of the site. The site is not, however, visible from any of the listed buildings or the Coastguards Conservation area due to intervening development and the level topography of the area.

Sinah Common, located at the western edge of South Hayling, contains a World War II heavy anti-aircraft gunsite which has Scheduled Monument status. The site is located approximately 900m north east of the Scheduled Monument and is again not visible due to intervening development.

Figure 3.2: Heritage Plan

Surrounding Built Form Context

Unlike the villages located in the north of Hayling Island, where a predominantly green and rural environment can be observed, the areas of South Hayling are distinctly more urbanised, with greater building densities and fewer street trees.

The wider area of West Town is generally characterised by low density development, with detached houses set within substantial plots a common feature. The physical nature of the streetscape also varies considerably, from linear, formal avenues to loose grids of connecting roads, crescents and cul-de-sacs.

West Town reflects the 'urbanised' trend associated with South Hayling, exhibiting a diverse range of architectural styles significant to the periods of their construction. For example, pre-19th Century cottages, Victorian and Edwardian villas, and 20th Century in-fill development can all be seen within the street scene.

Station Road forms the principal vehicular route through the local area, and although the original character of the area has been eroded over the years, the urban form of Station Road reflects its original character. This sinuously meandering route is enclosed by an informal arrangement of buildings that depict a diversity of architectural periods,

and a number of mature trees retain elements of the area's historic setting.

Buildings within the local area reflect the periods of their construction. A range of detached and semi-detached properties ranging in height from 1 storey bungalows to 3 storey Victorian villas, are generally constructed of red and orange brick. However, the local streetscape is also punctuated by a significant number of white rendered properties that enhance the character of the area and promote legibility within the local area.

Buildings in West Town are generally defined by a range of roof forms including pitched roofs, hipped roofs, street fronting gables and a variety of dormer windows set within roof spaces. Chimneys are also a common feature, and a range of architectural styles and heights articulate the roofscape, create vertical rhythm and provide interest to the street scene.

A study of the adjacent built up areas of the village has been undertaken in order to identify aspects of architectural design, style, layout and form to gain an understanding of the local character and to provide a potential rationale for the design of the new development.

Station Road



Characteristics:

- A meandering street with a number of key spaces and view terminating buildings.
- A range of commercial, residential and light industrial buildings edge the street.
- Buildings generally comprised of formal terraces and semi-detached properties that front onto the highway.
- Minimal building set back distances.

Fountain Square



Characteristics:

- Formal, courtyard arrangement enclosed on 3 sides by two storey terraced housing.
- Buildings constructed of pink brick with buff brick coursing and brown roofing tile.
- A fountain forms the key focal point at the centre of a vehicular turning circle.
- Architectural features include chimneys, dovecote, gable walls & dormer windows.

Staunton Avenue



Characteristics:

- Wide street edged by detached 1-2 storey homes set within generous plots.
- Informal, verdant street with mature avenue trees and wide grass verges.
- Plot boundaries clearly demarcated by stone/brick walls or mature hedges.
- Properties with private front & rear gardens and off-street parking, including garages.

Dances Way



Characteristics:

- Curving suburban street edged by semi-detached/detached houses & bungalows.
- Properties of 1950-1970's construction with front gardens and off street parking.
- Semi-verdant street scene with occasional street trees and grassed open spaces.
- Materials include buff/red brick, exposed blockwork and coloured hanging wall tiles.

West Lane



Characteristics:

- Generally verdant street with a number of mature and semi-mature street trees.
- Western side of street edged by commercial premises and several residential houses.
- The eastern street edge is marked by the rear boundary walls and fences of properties on Hamfield Drive.
- External walls finished with white render.

Sinah Lane



Characteristics:

- Wide, street with detached single storey/chalet bungalows set within large plots.
- Properties set behind deep front gardens with landscaped boundary treatments.
- Suburban street with minimal on-street parking due to private off-street parking.
- Footpaths run parallel to highway with a grass verge running along one side.

Architectural Context

We have performed a study of the local architectural context to ascertain a potential rationale for the design of the new development, focusing in particular upon the design, style, layout and urban form/grain of the urban areas.

Street Typology



- The townscape at West Town comprises a diversity of architectural styles which reflect construction periods ranging from the late 19th Century to early 21st Century.
- The predominantly residential areas of West Town follow a clear street hierarchy in which the older, primary routes are in-filled with subservient streets and cul-de-sacs.
- Properties constructed before the mid-20th Century sit at the edge of the primary streets behind small front yards.
- Properties developed during the latter half of the twentieth century onwards sit within wider suburban streets where larger sized plots are set further back from the road.

Chimneys



- Throughout West Town a range of chimney styles articulate the roofscape to create vertical rhythm and identify key building groupings.
- In general, chimneys are located on historic buildings, although chimneys are a common architectural feature on a large proportion of properties along the principal movement routes.
- Chimneys are also often found throughout the latter 20th Century residential areas.
- Chimneys are generally constructed of the same materials as the external walls; principally red/orange brick.

Detailing



- Throughout West Town, buildings reflect a wide ranging materials palette reflective of a diversity of construction period styling.
- External building facades are commonly constructed of red/brown brick or white/cream render.
- Victorian and Edwardian properties are typically constructed of red brick with Welsh slate roofs, with a variety of stone sills and lintels (often painted), porches and splay bay windows providing interest and diversity. Decorative canopies and door surrounds a common feature.
- Flint detailing to external walls can also be seen.

Windows



- Older properties exhibit a range of original casement/sash windows and a diversity of stone/wooden lintels and sills.
- The street facing elevations of older buildings are often fragmented by elongated sash windows that provide vertical emphasis. grandeur and promote diversity within the street scene.
- Throughout West Town dormer windows, ranging in architectural styling, adorn a high proportion of the local building stock in the form of chalet bungalows and two storey properties with steeply pitching roofs and low eaves.
- Splay-bay windows located at ground floor level on a number of properties promote passive surveillance of the public realm.

Doorways



- Throughout West Town buildings exhibit a range of canopy and porch styles over front doors.
- Older properties commonly exhibit decorative door surrounds including decorative pillars, stone mullions and a variety of wood, stone and brick lintels.
- Modern housing developments throughout West Town often duplicate porch and canopy styles as part of their standard house types and do not necessarily reflect or replicate the styling of the older properties in the local area.

Materials



- The continued growth of Hayling Island during the 20th Century has resulted in the replacement or redevelopment of many of the original historic buildings at West Town. As a result, there does not appear to be a clear material or architectural vernacular in the area.
- However, the general palette of construction materials used throughout West Town include a range of red, pink and buff brick, although several buildings are finished with white/cream render.
- In general, buildings are roofed with brown or grey plain tiles or slate and doors and windows are generally of white wood or uPVC construction.
- Such architectural variations emphasise key character areas & promote legibility.

Today's Street Scene



- The architectural diversity of buildings within West Town is representational of a wide range of construction periods and the individual designs of house builders.
- The mix of external detailing and construction materials enables the growth of the area to be traced through the architectural appearance of its streets.
- Late 20th Century housing areas are common within West Town, and each area, although exhibiting a diversity of architectural styles and built forms, clearly reflect modern construction techniques.
- Properties throughout West Town are generally set within generous plots with buildings set back behind front gardens.
- Off-street car parking provision is also a common feature of the area.



- Site Boundary
- Bus Route
- Bus Stop
- National Route 2
- Cycle Route
- Public Footpath
- Seafront Path

Figure 3.2: The site is well located in relation to existing modes of transport

Local Highway Network

The proposed development site is located on Station Road, which links to the main 'A' road on the island, the A3023, (approximately 500m east of the site) which provides excellent links to Havant and the main motorway network.

The majority of the local roads in the area are quiet residential roads, having low volumes of traffic for the majority of the year, offering safe opportunities for pedestrians and cyclists.

Station Road is on the island bus route and regular bus services pass the proposal site. Bus stops are located close to the proposed development access (Figure 3.2).

Public Transport

Two bus services (30 and 31) pass close to the proposal site. These services connect to and from Havant Bus/Railway Stations and provide excellent commuter links to Portsmouth, Southampton, Chichester and the surrounding employment areas/schools.

The buses "loop" around the island, providing services to and from the north and west, with buses running 7 days a week, with peak time frequencies every 20 to 30 minutes.

Hayling Ferry, located 1.5 miles west of the proposed site, provides frequent crossings to/from Eastney (Portsmouth) 7 days a week. This ferry provides an excellent service for school children and commuters. It also provides access to leisure and shopping opportunities. The roads towards the ferry terminal are very lightly trafficked and are popular with cyclists.

Walking and Cycling

The Hayling Island 'Billy-Trail' provides a predominantly car-free, cycle and pedestrian route between the site and Havant (approximately 5 miles north).

The route is well maintained, consisting of compacted gravel, and it follows a flat route for easy cycling and walking.

Footways along the north and south of Station Road provide pedestrian links to all of the local facilities and adjacent bus stops.

There are footpaths and cycle links to Hayling Park playing fields and Hayling Island Community Centre, which are located to the south of Station Road.

Mill Rythe Schools (1.3 miles north east) and Hayling College (1 mile north east) are the closest education facilities to the site, and these schools can be walked to in around 20-25 minutes, or cycled to in around 8-10 minutes.

Furthermore, the buses which pass the proposal site stop at Mill Rythe School with a journey time of just 4 minutes.



Several bus stops along Station Road are served by the Stagecoach bus service 31



The Hayling Billy Trail, which is located west of the site serves as a public footpath and cycle route



The site is located a short distance from a number of leisure and recreational facilities

Landscape & Visibility

National Landscape Character

'The Character Map of England' divides the country into 159 national character areas, with Hayling Island falling within the South Coast Plain Character Area (Area 126).

The description states that major urban developments, linked by the A27/M27 corridor, dominate much of the open, intensively farmed, flat, coastal landscape. Coastal inlets and 'harbours' are identified as characteristic features of the area.

The description states that trees are not a dominant feature of the landscape, instead a pattern of large arable fields, defined by low hedgerows, often interspersed by horticultural glasshouse 'estates' and isolated remnants of coastal heath is described.

Landscape Quality

The site is not covered by any statutory or non-statutory designations for landscape quality, and as the site is edged by existing residential and industrial development to the east, south and west, the site is considered to be of medium to low landscape quality.

Local Landscape Character

In terms of landscape type, the site is classified as open coastal plain. The site adjoins existing development on its southern, eastern and western boundaries, each of which falls within the 'Settlement' landscape type.

According to the Hampshire Integrated Character Assessment, the site is located within the Hayling Island Coastal Plain Landscape Character Area. This area is described as a low lying, predominantly open, coastal island, separated from the mainland by shallow tidal harbours.

Tree cover includes short lines of tall poplar wind breaks together with remnant woodland. The land use is described as predominantly agricultural but with intense pressure from leisure, tourism and housing.

The footpath network is described as fragmented with little formal horse-riding provision, with the main recreational experiences concentrated along the south coast and the Hayling Billy disused railway on the west coast.

The historically nucleated settlement pattern can still be seen in the north of the island. However, early to late 20th Century mass housing and piecemeal expansion have taken place in the south.

Visibility

As the site sits within the context of a flat coastal plain, features such as buildings, walls and fences tend to contain views. As the site is flanked by existing development on three sides, views toward the site from the south, east and west are limited.

North

The Hayling Billy Trail, located to the north-west of the site, runs in a north-south direction, passing to the west of the industrial buildings at Furniss Way, before terminating at Station Road.

The site is partially visible from the trail, although views are partially screened by an existing hedgerow which runs along the eastern side of the trail. The industrial buildings at Furniss Way further screen the site from the southernmost part of the Hayling Billy Trail.

The site is also visible in the middle distance from a number of bungalows at Saltmarsh Lane, though the views are partially filtered by a hawthorn hedge.

East

The rear elevations of several dwellings at Dances Way directly overlook the site. Further dwellings have partial visibility.

South

There are a number of properties on the northern side of Station Road from which the site is partially visible from windows on the rear elevations. In several cases views of the site are limited to upper floor windows only.

Views of the site from Station Road are principally of the proposed site entrance, which forms a gap in the built development to the north of Station Road. The main body of the site is largely concealed behind existing residential and commercial premises to the north of Station Road.

West

The site is visible from Furniss Way which lies immediately to the west, although these views are partially screened by a hawthorn hedge. Views from an informal bmx cycling facility located north of the industrial buildings on Furniss Way are also effectively screened by thick boundary vegetation. Further to the west, at North Shore Road, views toward the site are screened by intervening woodland.

Arboriculture

As the site is currently in agricultural use there are minimal physical landscape features within the site, although a number of hedgerows, drainage ditches and a few broadleaf trees are sited along the eastern, southern and western site boundaries.

As the existing trees are located at the periphery of the site only, the associated leaf canopies and root protection areas are unlikely to serve as constraints to the development of the site.

Tree Preservation Orders

Havant Borough Council confirmed that there were no Tree Preservation Orders (TPOs) present on the site at the time of enquiry (March 2013).

Topography

The site sits at an elevation of approximately 6m AOD and is relatively flat. Existing surface water ditches edge the site's eastern and western boundaries.



Figure 3.3: Tree Survey Plan



Ecology

Detailed ecology surveys have confirmed that the site is the southern portion of a larger field that is on rotation between arable and seeded grassland and of little ecological value.

It is bounded to the west by a species-rich hedge and to the south and east by defunct hedgerow and fencing backing on to private gardens. There is a small area of rough grass and scrub where the proposed access from the south would be constructed.

A key issue with respect to future development is the potential for adverse effects through habitat loss and increased disturbance affecting the bird interest of the nearby Solent and Southampton Water Site of Special Scientific Interest (SSSI), Special Protection Area (SPA) and Ramsar site.

The SPA is designated on account of the internationally important numbers of dark bellied Brent geese and some wading bird species. Surveys in winter 2011/12 and 2012/13 have confirmed that the birds do not use the site, so habitat loss is not an issue.

A strategy will be agreed with the local authority and Natural England to address possible effects of increased disturbance to the birds as a result of an increase in people and pets associated with the new housing that forms part of the development. The development itself will be designed to retain the valuable hedgerows, and to deliver biodiversity gains through site landscaping and provision of opportunities for fauna such as birds and roosting bats.

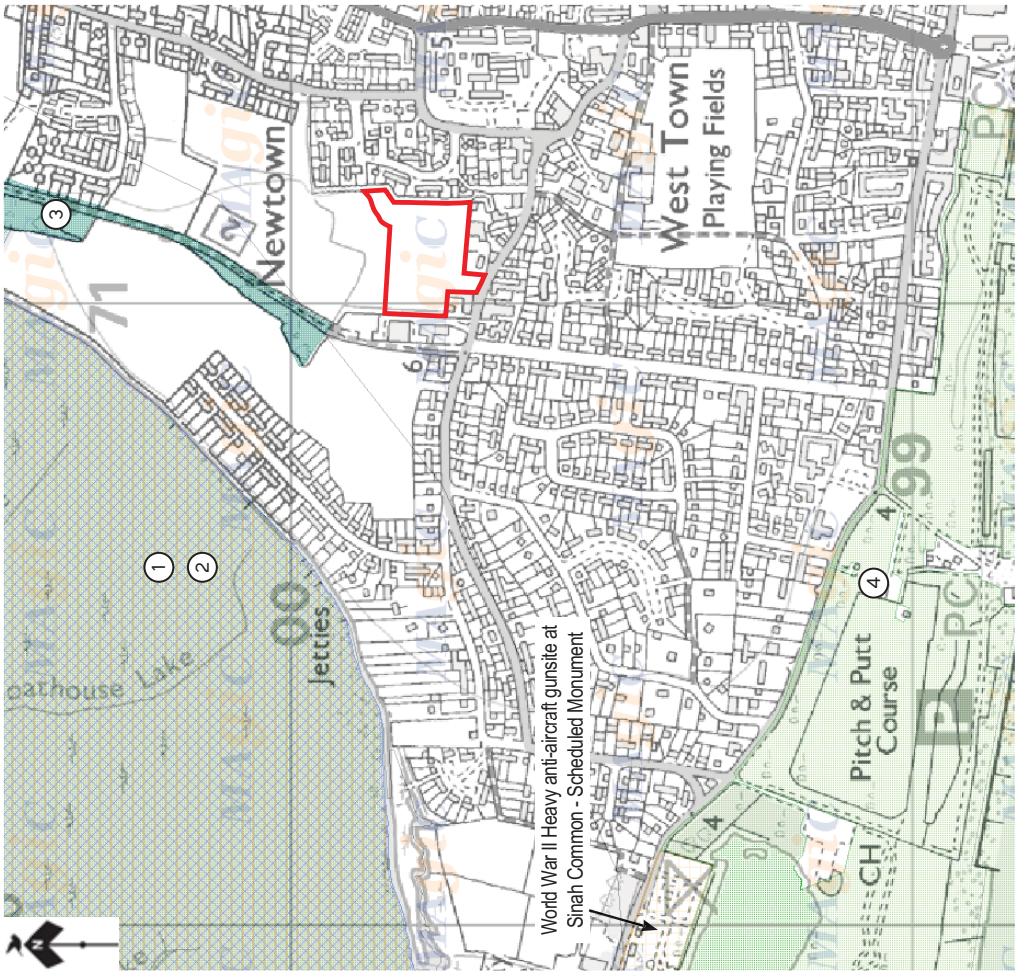


Figure 3.4: Ecological Context Plan

Drainage & Flooding

Flood Risk

According to the Environmental Agency Flood Zone Map (Figure 3.5) and the Partnership for Urban South Hampshire (PUSH) Strategic Flood Assessment (SFRA) Map (Figure 3.6) of the local area, the site is categorised as being within Flood Zone 1.

Flood Zone 1 comprises land assessed as having a less than 1 in 1000 annual probability of river or sea flooding.

It is also evident from the PUSH SFRA maps that the site benefits from existing tidal flood defences and that there is not historic flooding recorded in or around the proposed site.

The site is therefore not deemed to be at risk of flooding.

Overland Flow

Periods of high intensity rainfall, over a short duration, has the potential for localised surface water pooling at the site, which occurs when water is unable to soak into the ground or enter drainage systems. However, there will be minimal risk of water pooling from overland flow since the proposed Drainage Strategy will promote the maintenance of both local drainage systems and an on-site SuDS systems.

Utilities

The existing Southern Water utility plans indicate that there are foul and surface water sewers in Station Road and Furniss Way. Due to the location, size, gradient and capacity of existing systems it is considered that the risk of flooding to the site from the existing sewers is low.



Figure 3.5: Environment Agency Flood Map



Figure 3.6: PUSH SFRA Indicative Areas Benefitting from Defences Map

04 Design Opportunities & Constraints

Opportunities:	Constraints:
Positioned between the wider residential area of West Town to the east, Station Road to the south and Hayling Billy Business Centre to the west, the site relates well with the local built up area and presents a logical opportunity for a new mixed-use development of housing and light industry that relates strongly with the built form of the local area. Accessed from Station Road, the site lies within a short walk of a number of local facilities, Hayling Park and Hayling Bay Beachfront. The site is also in close proximity of the Hayling Billy Trail which provides a recreational coastal route between West Town and Havant. A frequent bus service can be accessed via bus stops adjacent to the proposed access on Station Road. Where the site shares a boundary with existing properties and industrial areas, a sensitively considered design response that minimises the potential visual impact of the future development will be required. However, the relatively flat topography of the area will help to reduce the impact of development on the wider landscape. Additional tree and hedgerow planting within and around the site periphery will provide a visual buffer for the development and improve levels of local wildlife and biodiversity.	• Respect the edge of settlement location and the open countryside to the north. • Sympathetically respect the setting and amenity of the existing houses on Station Road and Dances Way. • Ensure an appropriate relationship between areas of existing light industry to the south and west. • Minimise the visual impact of the development from neighbouring homes. • Retain and enhance historic field boundaries and mature trees wherever practicable. • Accommodate surface water run-off on site. • Create a distinctive development that respects local context. • Reflect the urban grain and character of neighbouring residential areas. • Provide a mixed-use development. • Potential future development of adjacent land parcel (Phase 2). • Close proximity to a number of local facilities and services. • Provide buffer planting along site boundaries to minimise the visual impact of the future development. • Planting of native trees and hedgerows to attract local wildlife and improve local biodiversity.



- Site Boundary
- Proposed Vehicular Access
- Potential Future Phase of Development
- Potential Vehicular Access to Future Phase of Development
- Potential Future Footpath Link
- Hayling Billy Trail
- Existing Mature Trees
- Existing Boundary Vegetation
- Sensitive Boundaries to Existing Properties/Industrial Area
- Potential External Views Toward Site
- Existing Bus Stops
- Station Theatre
- Existing Light Industry
- Local Centre Facilities along Station Road
- Potential Location of New Homes
- Potential Location of New Light Industry

Figure 4.1: Opportunities and Constraints Plan

05 Development Proposals

The Design Process

An important part of the design process has been our pre-application engagement with Havant Borough Council. A number of meetings and discussions with Mrs D Haywood (Senior Planner) has helped to inform and evolve the Illustrative Masterplan.

Illustrative Masterplan

The Illustrative Masterplan shown in Figure 5.1 (opposite) shows the proposed development form for the site. Importantly, it establishes the disposition of land uses indicating the parts of the site to be developed for new homes, light industry, open space and landscaping.

The Illustrative Masterplan establishes the underlying design and development principles that any Reserved Matters application should follow. The proposed development for up to 60 dwellings is structured around the creation of a main street off Station Road, which will provide the principal route into the residential portion of the site.

Accessed from the south-west corner of the site, buildings along the main street are strategically positioned to promote legibility and reduce vehicular speeds.

A secondary street will permeate through the remainder of the residential area, linking to a number of neighbourhood zones and 'urban squares' which together create a neighbourhood block structure which is easily legible.

The physical constraints and opportunities of the site have led to a symmetrically styled, inward facing development with rear gardens and new buffer landscaping backing on to existing and proposed surface water drainage ditches positioned adjacent to the site boundaries.

The location of buildings, together with well-designed streets and focal spaces are designed to sympathetically respond to the site's residential context to enable the scheme to sit seamlessly within the wider built environment.

A range of terraced, semi-detached and link-detached properties maximise the developable area of the site. All building groupings throughout the scheme are strategically arranged and orientated to fragment the built form of the site, create a permeable layout and promote a legible neighbourhood.

At the centre of the site, a number of new homes have been arranged to form a private courtyard area, with each building serving to enclose a communal, public square.

This courtyard feature will form the heart of the residential development and will serve as a key focal point within the scheme.

A number of other key neighbourhood zones, focal buildings and building groupings combine to create distinctive character areas throughout the development.

An area of light industry is proposed in the western part of the site, with access provided via a new junction off Furniss Way along the western site boundary.



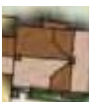
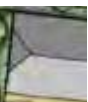
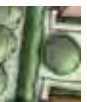
-  Site Boundary
-  Proposed Housing Development
-  Proposed Industrial Units
-  Existing Trees & Root Protection Areas (RPAs)
-  Proposed Landscaping
- ① Proposed Pumping Station
- ② Proposed Vehicular Access
- ③ Proposed Dry Surface Water Attenuation Basin
- ④ Existing & Proposed Surface Water Drainage Ditches
- ⑤ Potential Maintenance Access to Drainage Ditches

Figure 5.1: The Illustrative Masterplan

Use and Amount

The distribution, amount and relationship of the proposed land uses is derived from the evaluated site constraints and opportunities; in particular the proposed vehicular access point, views toward the site and the relationship between the proposed new homes, light industrial units and the existing residential properties on Station Road and Dances Way.

Residential Development

The development will consist of 60 new homes within the area of the site to be developed (1.87ha), which equates to an average net density of 32 dwellings per hectare (dph). This density respects the built form of the contextual area to ensure that the new dwellings integrate with, and compliment the local built environment in terms of scale, massing and urban grain.

	Site Boundary: 2.72ha
	Residential: 1.87ha
	Industrial: 0.25ha
	Pump Station: 0.01ha
	Landscape Buffer: 0.25ha
	Attenuation Basin/Drainage Ditches: 0.33ha
	Remaining Infrastructure: 0.01ha



Figure 5.2: Land Use Plan

Each new home will have private gardens and amenity areas and private, allocated parking spaces.

Dwelling Mix and Affordable Housing

A range of house types and tenures will be provided in order to widen opportunities for home ownership and create a sustainable, inclusive and mixed community.

A proportion of the new homes will be offered as affordable accommodation (30%) in accordance with Policy CS9: Housing, of Havant Borough Core Council's Core Strategy (March, 2011).

The location and tenure of units will be submitted and agreed with Havant Borough Council as part of a future reserved matters submission. However, it is anticipated that the affordable housing will be 'pepper-potted' in small clusters throughout the development.

Light Industry

The development will also include 7 no. small light industrial units (B1 (C)) which will be housed within 2 no. new buildings providing a total floor area of 12,500 sq.ft

Layout

The internal layout of the development has been designed in accordance with the Havant Borough Council Borough Design Guide (2011), and considers the design principles set out in Manual for Streets.

The distribution of land uses proposed by the Illustrative Masterplan takes into account the need to minimise the visual impacts of the development in the wider landscape and a need to provide a comprehensive landscape buffer between the proposed areas of new housing and light industry, and the existing residential properties adjacent to the site boundaries.

The rectilinear shape of the site lends itself to a symmetrically derived layout in which the alignment and arrangement of roads and buildings has been intentionally designed to promote a number of key spaces and character areas. Together these features will add interest to the street scene, promote internal legibility and provide future residents with neighbourhood identity and a sense of ownership.

Wherever practicable, the proposed new homes are orientated to overlook, frame and enclose key spaces and 'urban squares' so as to create an attractive public realm where natural surveillance promotes a safe and secure environment.

New strategic tree and shrub planting at the site's periphery together with the retention and creation of existing and new drainage ditches, will enclose the development and create a soft urban edge.

Such buffer planting will also screen views of the development from the Hayling Billy Trail and help to screen views toward existing housing areas, and therefore, maximise levels of private amenity.

Potential Future Phase of Development

Although not part of this application, there is a future possibility to develop a parcel of land sandwiched between Station Road and the southern site boundary. This land provides a logical opportunity for a future phase of development, and if it were to be developed, there is potential for the overall development area to be enhanced.

For instance, the northern edge of Station Road would be fronted by residential dwellings that will be more in-keeping with the site context than the existing industrial buildings, and there is the additional potential to create a new footpath link between the two land parcels to improve the overall permeability of the site.



Figure 5.3: Potential Future Phase of Development

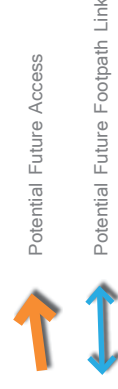




Figure 5.4: The Indicative Masterplan has been influenced by existing landscape features, adjacent buildings and general principles of good urban design

Designing Out Crime

The Indicative Masterplan addresses the seven attributes of safe, sustainable places in the Association of Chief Police Officers (ACPO) guidance, 'Safer Places: The Planning System and Crime Prevention'. Accordingly:

- New homes are positioned and orientated to overlook the public realm and areas of public open space.
- Garden flank walls will be at least 1.8 metres in height and their length will be kept to a minimum.
- Car parking spaces are accommodated within the curtilage of dwellings or within communal parking areas to optimise surveillance. Parking courts are small, well-overlooked and enclosed by walls.
- Windowless elevations are avoided, with windows in side elevations permitting greater natural surveillance.
- Access to the rear of dwellings from public spaces will be avoided.
- Routes lead directly along desire-lines and serve a defined function.
- The management and maintenance responsibilities of open spaces will be identified at the detailed design stage.

Car and Cycle Parking

Car parking within the scheme has been designed in line with the Havant Borough Residential Parking and Cycling Provision SPD (March, 2010).

Across the scheme, parking has been designed to reduce the impact of parked vehicles and limit the level of inconvenience to pedestrian and cyclist movement.

Private parking spaces are principally located within the curtilage of dwellings in the form of private driveways, car ports and undercroft parking.

An enclosed courtyard provides car parking within a number of car ports that are arranged to reflect farmyard stables. There are also a small number of parking courts which are limited in size.

Private communal parking areas are designed to ensure parking is convenient for the property it is intended to serve as it is recognised that inconvenient parking will be poorly used. Properties located at the entrances to the communal parking areas will help to maximise opportunities for natural surveillance.

Across the scheme on-street visitor parking spaces will promote on-street activity and reduce potential street congestion.

In accordance with Havant Borough Council's Residential Parking and Cycling Provision SPD (March, 2010) and the Havant Borough Core Strategy (March, 2011) for non-residential parking standards – Policy DM4, the following parking standards have been applied to the Illustrative Masterplan:

Car Parking:

- 3 or less bedroom homes – a minimum of 2 parking spaces per unit;
- Light Industrial units – 1 space per every 45m² of floorspace.

Cycle Parking:

- New homes – 2 spaces per dwelling, provided within stores in rear gardens;
- Industrial units – 1 space per every 250m² of floorspace in the form of secure cycle stands.



Scale and Massing

Density

The site will be developed at an average net density of 32 dwellings per hectare, which ensures the efficient use of the site whilst providing a balanced approach to the provision of landscaping and open space.

The Illustrative Masterplan establishes a clear hierarchical built form with higher density housing within the central courtyard area and lower density housing across the remainder of the development.

Buildings within the higher density central courtyard will enclose and frame the communal open space. The lower density areas surrounding the central courtyard have been designed to replicate the built form and urban grain of adjacent residential developments whilst responding to the site's countryside edge location.

Building Heights

It is considered that the new homes should reflect the built form of the neighbouring residential areas and blend into the wider contextual landscape.

Accordingly, buildings heights will generally be 2 storey, although a number of 1-1½ storey bungalows sited along the eastern boundary, will reduce potential privacy issues in regards to the existing properties on Dances Way whose back gardens run up to the site boundary (Figure 5.5).

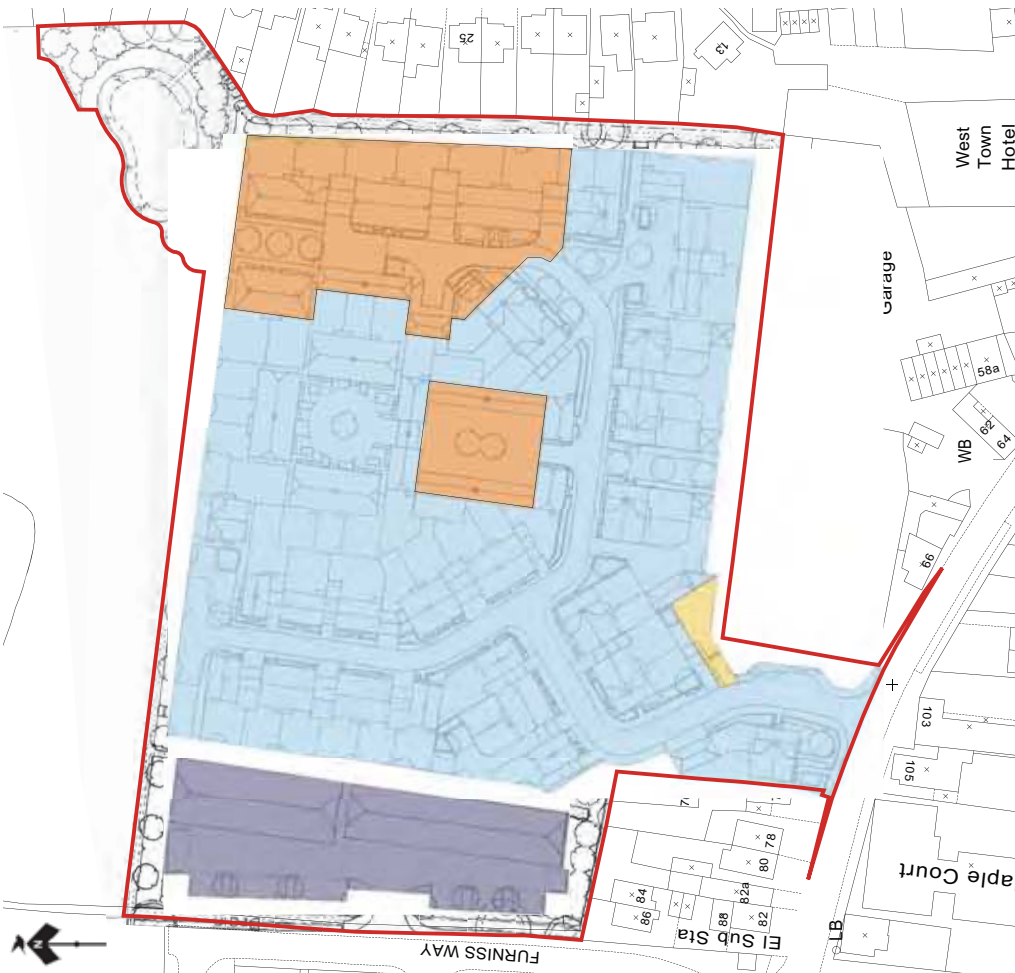
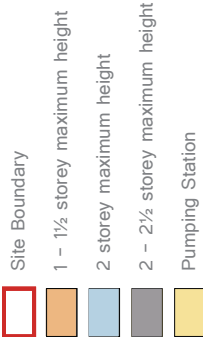


Figure 5.5: Illustrative Building Heights Plan

Access & Movement

Site Access

Vehicular access to the residential element of the scheme will be provided via a single new access junction located off of the northern side of Station Road, in the south-western corner of the site.

This road will provide vehicular access to every property and is designed to allow service and emergency vehicles to enter and leave the site in forward gear.

Access to the light industrial element of the site will be provided via a new junction off the eastern edge of Furniss Way (on the site's western boundary) to provide access to staff and visitor parking areas.

New pedestrian footways will be provided alongside the two new access roads. Footways will also be provided throughout the residential development and a new pedestrian crossing point with tactile paving is proposed on Station Road.

This new crossing will ensure a high level of connectivity between the site and the existing pedestrian route network, local shops and bus stops, and will therefore encourage the use of sustainable modes of transport.

Public Transport

Each new home will be situated within a short walking distance of existing bus stops, which provide regular bus services to and from Havant Bus/Railway Stations.

Service & Emergency Vehicles

The detailed design and dimensions of the new streets will be submitted and agreed with Havant Borough Council as part of any future Reserved Matters submission.

However, the Illustrative Masterplan shows how the streets could be designed to accommodate service vehicles without their requirements dominating the layout.

A future detailed layout design will accord with Schedule 1, Part B of the Building Regulations (2013), 'Access and Facilities for the Fire Service' to ensure sufficient carriageway widths appropriate for the access of fire appliances and waste collection vehicles. Bin carry distance standards will also be adhered to.

Inclusive Access

New homes will be served by level entrances to meet disabled access requirements. Driveways/pathways will be constructed in a slip-resistant surface.

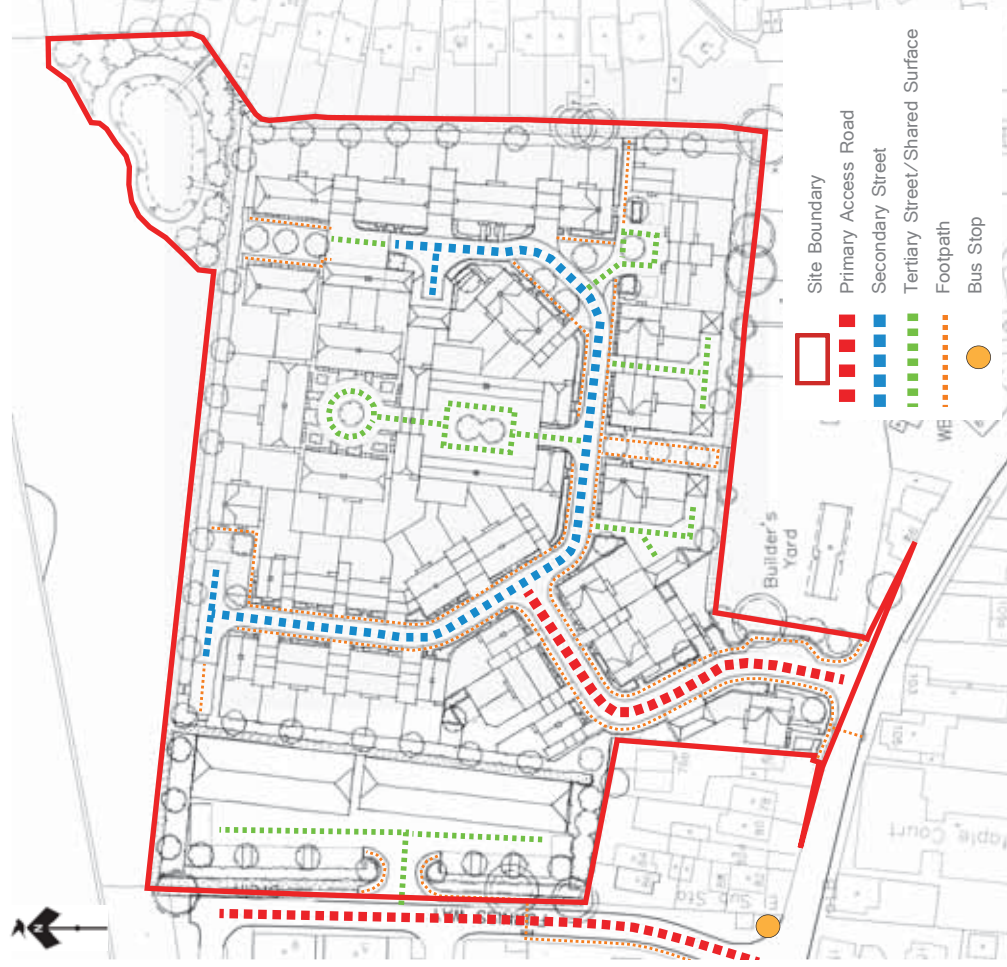


Figure 5.6: Access & Movement Plan

Landscape & Ecology

General Landscape Principles

Landscape design is a fundamental part of the Illustrative Masterplan which integrates a strong landscape and open space structure across the site.

A green landscape framework will be provided throughout the development within private and public spaces to soften the built environment and add visual interest.

Existing boundary trees and hedgerows will be retained and enhanced with a belt of native planting to provide a robust landscape buffer around the boundaries of the development area. In particular, a belt of buffer planting along the site's northern and eastern edges will be planted in order to screen views into and out of the site from existing properties at Dances Way, Charleston Close and Saltmarsh Lane.

Semi-mature trees will be planted within key spaces and at focal points to define open spaces, landscape features and neighbourhood character zones throughout the site.

A number of specimen trees will add quality to the streetscape, while standard trees will be planted throughout the development and within the enhanced boundary hedgerows to provide enclosure, enhance the public realm and provide a characterful environment with an attractive development edge.

The neighbourhood open spaces will be defined by new tree planting, communal grass turfed areas and permeable ground cover materials to provide individual, aesthetic, verdant focal points and key spaces with a unique identity throughout the development. These focal areas will create new areas of habitat for local wildlife and encourage biodiversity across the site. Street furniture such as benches and bins will be provided within these spaces.

A pedestrian and cyclist footpath network adjacent to the vehicular highway will permeate the site and facilitate active and passive movement and recreation. These footpaths will be clearly identifiable and separate from the vehicular routes to demarcate user routes through the site.

Ecological Mitigation

In order to mitigate the potential development impacts, a number of ecological enhancements will be provided. These measures include:

- Wherever possible, existing trees and hedgerows will be retained and enhanced with further planting to link the habitats present within the local landscape.
- New landscape planting within private and public areas will enhance species diversity through the use of locally appropriate native flora to maximise the potential habitat of local wildlife species.
- Property boundaries will be delineated by a range of treatments including hedgerows, dwarf walls or railings that provide continuity whilst promoting character areas throughout the site.
- Opportunities exist within the peripheral areas to incorporate swale planting, hedgerows and tree planting in order to enclose the development and create a robust and attractive screen between the new and existing housing areas.
- The proposed attenuation basin, swales and ditches (both new and existing) will be sensitively designed to optimise the wildlife value of the wet/dry habitats.
- The varied angles and heights of the banks of the attenuation basin will create a range of light and temperature conditions to maximise and encourage a diversity of floral and faunal species.
- Further biodiversity enhancements could be made through the incorporation of nesting boxes for a range of bat and bird species affixed to trees or buildings.

Sustainable Drainage Systems (SuDS)

The NPFF recognises that surface water can be managed by minimising changes in the volume and run-off rate from development sites, and recommends that the priority is given to use of Sustainable Drainage Systems (SuDS) in new development.

At present, the site is devoid of areas of hardstanding due to the agricultural nature of the site. The proposed development will result in an area of hardstanding equivalent to approximately 8,700m².

The site's underlying geology consists of sandy clay soil and clayey sand with some gravel which indicates that the site is suitable for infiltration drainage. All evidence collated during the preparation of the Drainage Strategy Report and Flood Risk Assessment submitted as part of this application indicate that surface water within the site will infiltrate the ground, and currently surface water either infiltrates into the ground or discharges into ditches to the east and west of the site.

Accordingly, the Drainage Strategy proposed for the new scheme will incorporate the use of swales and ditches in addition to those already existing at the site's periphery, porous paving, perforated pipes and a new attenuation basin. All surface water will be gravitated into the swales and ditches and later discharged into the new attenuation basin located to the north east of the site. This attenuation basin is proposed to be predominantly dry with the capacity to store water during periods of heavy rainfall. During such events the stored water will be slowly discharged back into the ditch system, down slope, to the north east of the attenuation basin at a controlled rate of 8.09 litres per second.

The proposed surface water drainage system is designed to accommodate a 1 in 100 year plus 30% climate change flood event, with a conventional gravity system that will be designed and constructed in accordance with Sewers for Adoption and Building Regulations Part H.



Sustainable Drainage Systems (SuDS) will be incorporated into the proposed development

External Appearance

The external appearance of the new homes will respect the varied architectural context of the buildings in West Town, particularly the buildings located within the historic parts of the area.

However, the new homes should not slavishly replicate this vernacular, but rather draw upon local building styles, details and materials to create visual cohesion.

The Illustrative Masterplan is based around a permeable and legible layout of streets and buildings that combine to create a number of distinctive characterful neighbourhood zones.

Each of these areas will be characterised by variations of urban grain, plot size, building form, enclosure, external materials, roof form, architectural detail, boundary treatments, landscaping and key open spaces.

In general, the following principles should guide the design of the new development:

- **Simple Built Form:** New homes will be designed with a simple form and an appropriate level of detailing that complements the architectural styling of buildings within the local area.
- **Unity:** New homes will convey an impression of unity relieved by minor points of detail, materials and grouping, to produce variety with harmonious identity.
- **Key Buildings:** Raised building heights, increased massing and a range of architectural detailing and external materials will be used in key locations.
- **Building Groups:** Groups of buildings will be the principal visual elements that characterise the development. With the exception of key buildings, individual dwellings will be subservient to the building group.
- **Corners:** Houses on corners should have dual frontages and use features such as bay windows to emphasise their pivotal position.



Above: View from Station Road looking north along proposed main access road.



Left: View looking south along eastern boundary showing 'aims houses' bungalow arrangement.

Right: Oblique aerial view of proposed site as viewed from the south-west.

Figure 5.7: Representational Axonometric Views of the Proposed Scheme





Roofs

A variety of pitched, gabled and hipped roof forms will be used across the site to reflect the buildings in the local area.

Roofs on car ports and buildings within communal parking courts will be designed to minimise the potential impact upon levels of natural daylight to surrounding properties and gardens. All roofs will be appropriately scaled and proportioned.

Further interest will be provided to the roofscape by projecting brick eaves and verges, or decorative delineated brickwork on key buildings and groupings.

Dormer windows will be used occasionally to add variety, interest and rhythm to the roofscape, in particular on buildings terminating key views and the bungalows located in the north east of the site.

Chimneys will be sited on particular units throughout the site to fragment the roofscape, create vertical rhythm and define character areas.

Chimneys will be constructed to match the main facing brick and will be appropriately proportioned and detailed.



Local Architectural Design Influences

Windows

All windows shall be of either PVCu or timber construction. Window openings will relate to the overall building proportions and be inset in reveals of at least 50mm.

The use of bay windows will add interest and articulation to building frontages. Bay windows will be used at important locations and on key buildings, such as where houses turn corners, to add design emphasis whilst promoting natural surveillance over the public realm.

Precast concrete or cast stone and splayed brick headers and sills will add interest and draw upon the architectural characteristics of the local area.

External Doors & Porches

Simple doors with vertical boarded or recessed moulded panels will reflect the visual character of houses or groupings.

Terraced houses will generally have simple arched door openings with no canopy above the door.

Where used, key buildings will incorporate canopies above doors. Columns, posts, piers and brackets will incorporate traditional moulding styles.

Boundary Treatments

The treatment of plot boundaries will form an important part of the development's appearance. The boundary treatments used will compliment both the character of the buildings and the spaces they frame. The exact details of the boundary treatments will be agreed at the detailed design stage.

However, the following principles have been established to illustrate the approach to the development's boundary treatments:

- **Front Gardens:** Low brick walls, railings or hedgerow.
- **Rear Gardens:** Brick walls to rear gardens when adjacent to communal parking areas. Timber panelled fencing or close boarded fencing where there is no public aspect.
- **Side Boundaries:** On corner plots or where the rear garden meets the public realm, the boundary must be a 1.8 metre high brick wall. The side boundary will have the same treatment as the main facing brick.
- **Open Space Boundaries:** Boundary hedgerows will define the relationship between public and private space where properties overlook areas of open space.

Palette of Materials

A restrained palette of high quality materials is to be used. The facing and roofing materials will be characteristic of buildings in the local area.

- **Facing brickwork:** Red and occasional buff coloured bricks.
- **Render:** Selective use of white or cream coloured render.
- **Roof finish:** High quality artificial slate or plain tiles with thin profile.
- **Rainwater goods:** Generally black PVCu with gutters having a half-round profile.



Surface Materials

Surface materials will be carefully selected to mark user priorities in place of traditional road markings. Throughout the development the pavements will complement the surfacing material of the adjacent carriageway.

A restrained, but varied palette of materials will be used to distinguish between the various character areas and to complement the differing densities within the development. Materials will also aid in distinguishing between private and public spaces.



Environmental Performance

The environmental performance of the materials and building components (i.e. windows and external doors) will be an important consideration.

Notwithstanding the objective of creating a high quality environment, the materials will also be selected based upon their thermal performance and endurance.

Utilities

Accommodating meters within a residential building is always a design challenge, particularly within terraces.

Wherever possible, utility boxes will be sited on buildings where they will be least visible from the public realm.

Integration within house entrances or behind gates on gable walls will be considered.

The exact locations of meter boxes will be agreed at the Reserved Matters stage.



Site Considerations and Design Aspects

Balanced Community:

A proportion of the new homes will be affordable (up to 30%), providing new housing opportunities for existing residents in the area. A mix of market housing sizes will also help to create a balanced community.

Construction:

Promoting a Considerate Constructors Scheme Building Envelope by considering the use of 'A' or 'A+' rated elements for the buildings in accordance with the BRE Green Guide.

Green Infrastructure:

New communal open spaces are to be provided as part of the development to create a valuable new community asset.

Responsive Design:

The site layout proposes an appropriate density of approximately 32 dwellings per hectare (dph) which respects the character of the local built environment and landscape character.

Ecology:

The retention of existing vegetation and drainage ditches, and the creation of new terrestrial habitats across the site seek to maintain ecological connectivity through the wider landscape, offering habitat to bats, birds, amphibians and reptiles in the long term.

Waste:

A Waste Management Plan for the site will include procedures for the minimisation of waste production and the diversion away from landfill.







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