

**REDEVELOPMENT OF PREVIOUSLY DEVELOPED LAND WITH 6
DETACHED HOUSES, RESIDENTIAL BOAT STORE AND ANCILLARY
OFFICE BUILDING, BOAT STORE FOR SAILING CHARITY, PONTOON
FOR 12 BERTHS, IMPROVEMENTS TO SLIPWAY AND COASTAL
FOOTPATH, AND CREATION OF ONE AREA OF COASTAL MEADOW
AND ONE ARE OF CONSERVATION GRASSLAND.**

YACHTHAVEN, COPSE LANE HAYLING ISLAND.

DESIGN AND ACCESS STATEMENT

1.0. ASSESSMENT OF PHYSICAL CONTEXT

- 1.1. Yachthaven is a waterfront site on the east coast of Hayling Island with road access along a private drive from Copse Lane. It faces onto Yacht Haven, the arm of Mill Rythe north of Verner Common, which is part of Chichester Harbour. From 1933 until the 1970s it was a boatbuilding and repair yard with workshops on the land, runners from the workshops to the slipway for the launching of boats with associated pontoon and buoy moorings. This maritime activity involved all the land east of the access road and slipway, and part of the land to the west.
- 1.2. The site measures 6.4 hectares in total, 3.14 of which lie above mean high water mark. It is arranged in two parts joined by a narrow central neck. The eastern part is the first part to be reached by the private access drive and was the site of the main boatyard. The buildings on the site are derelict, partially dismantled or demolished above ground level (see survey drawing). A former balancing pond at the southern end of the site has been filled in but is still evident by the relative lack of vegetation and lower surface level. Evidence of open storage remains on the site.
- 1.3. On the eastern boundary is Yachthaven House and garden; the only other property to share the access from Copse Lane. Further east are other residential properties accessed via Woodgaston Lane from Copse Lane further north. Yachthaven House has planning permission for extensions and alterations but at present is vacant and boarded up because of security issues with the shared access.
- 1.4. At the southern end of the site service road is a ramp and slipway, the remains of a floating pontoon and the small mud berth inlet. To the west of the access road are further buildings and hardstanding. There is continued activity around the mud berth, with buildings and boat storage, mainly but not all on land in separate ownership.
- 1.5. A public footpath runs along the shoreline linking Copse Lane in the west to Woodgaston Lane in the east. The site is accessible from the

coastal footpath, which is generally well used by local people during the day.

- 1.6. The land abuts the Chichester Harbour Area of Outstanding Natural Beauty, a Site of Special Scientific Interest, a Special Protection Area and a Ramsar site. It is a context of high landscape and ecological value. The houses to the east are expensive and well appointed. Beyond them is the Gutner Point Local Nature Reserve. To the west are open fields and the Yew Tree Farm holiday caravan site.

2.0. DESCRIPTION OF THE PROPOSED DEVELOPMENT

- 2.1. The proposal is to:

- Carefully clear the site of all buildings, tipped waste, stored materials and undergrowth;
- Remove landfill and any hazardous waste from the southern part of the site and the sea defences and reinstate the balancing pond;
- Repair the sea defences around the slipway and secure the footpath in a manner compatible with Chichester Harbour Conservancy policy;
- Survey the trees around the periphery of the site and undertake remedial work as necessary;
- Erect six houses on the main site of the former boatyard building (the east site);
- Replace the pontoon and slipway and move 12 of the 26 berths (the number licensed to the site) from swinging moorings onto the new pontoon – carefully avoiding the area of zosteria (eel grass) in accordance with the ecological report;
- Erect a building for Even Keel, a locally-based marine charity, and residential boat store and ancillary office building; and
- Complete the landscape works in accordance with the ecological report and landscape plan to provide a western area of coastal meadow and an eastern area of conservation grassland.

3.0. EVALUATION OF CONSTRAINTS AND OPPORTUNITIES

3.1. Constraints

The coastal footpath should be retained and maintained. At present it is constructed of unsuitable material with dangerous projections and its removal and replacement will have to be carefully done.

The western part of the site is important for nature conservation (SINC) and no development will be allowed that interferes with its importance as grazing land for overwintering birds.

The harbour is an SSSI and no dredging will be allowed. Bottom levelling should be acceptable.

The likelihood of contamination from anti-fouling paint experiments is low to moderate with hot spots. The existing sheds on the site may be a source of asbestos. A contamination report is attached as part of the application.

The site is in an area of flood risk, the greatest risk being at the southern end closest to the shoreline.

3.2. Opportunities

To clear the site of dangerous structures and polluting materials close to the public footpath and SSSI;

To reinstate the balancing pond as a 'scrape' to provide a habitat for waders in foul weather (as described in the report by GPM Ecology) and to improve the drainage of the site and public footpath;

Repair the sea defences and reinstate the public footpath in an environmentally acceptable manner;

Replace the derelict industrial buildings with six detached houses away from the shoreline, a shed for use by Even Keel and a small office. These will offer a significant enhancement to the site in terms of appearance, ecology and biodiversity.

Landscape the site in accordance with the plan by TGD Landscape Ltd;

Provide areas of Coastal Meadow and Conservation Grassland and draw up a Management Plan for their maintenance in consultation with Chichester Harbour Conservancy.

To assist in creating a cleaner, safer and more prosperous borough by creating a cleaner, safer and more prosperous site.

4.0. **DESIGN PRINCIPLES**

4.1 Respect for the existing landscape adjoining the AONB, and the provision of a high quality landscape plan as an integral part of the proposals has informed the design development from the outset. The landscape and ecology of the site and the building design have been considered in an iterative process to help formulate a considered and holistic proposal.

4.2 A visual impact assessment from the harbour was carried out by boat and augmented by the film clip taken by GPM Ecology and available on YouTube (see the link in their report). It is suggested that posts or helium balloons could be installed by arrangement on a day when it

might be convenient for planning officers from the council and the Harbour Conservancy to review the site from the water.

- 4.3 The design philosophy has been predicated on the desire to create a housing proposal of a contemporary nature that is contextually relevant without recourse to a traditional vernacular. Additional planting will be used to help the proposal blend into its wooded context.
- 4.4 The design has regard to the Design Guidelines for New Dwellings and Extensions and the Northney and Tye Village Design Statement.

5.0. AMOUNT

- 5.1 The 6 houses represent the same amount that was permitted in the 1990s. Applications for a greater number have not been determined. Six houses will make the clearance and improvement of the site viable.
- 5.2 The building for Even keel is located in an area where there are existing buildings and a hardstanding, and are located outside the Site of Importance for Nature Conservation.
- 5.3 The residential boat store and ancillary office building would enable the pontoons to be properly supervised and managed. The purchasers of each house would be entitled to one of the pontoons if they wished.

6.0. LAYOUT

- 6.1 The layout restricts the buildings to previously developed land and is based on the design principles described above.
- 6.2 The housing is arranged in two rows of three houses. The northerly houses align with Yachthaven House and Rhu House to the east and those to the south of them align with South Winds and properties further to the east that are accessed by Woodgaston Lane. There will be no forward incursion of the informal residential building line towards the shore.
- 6.3 Since pre-application discussions and Havant Council's letter of 23rd December 2010, the disposition of the houses has been adjusted to create a significant gap, marked as a green corridor, between the two larger houses to the west and the four, more modest dwellings to the east. This avoids the creation of a continuous block of development that was a criticism of the earlier scheme.
- 6.4 The Visual Impact Assessment shows that the houses will only be visible from directly opposite the site, where the only traffic is likely to be to and from the proposed pontoon, because of the heavily wooded nature of the boundaries and adjoining sites. It is of particular note that

trees in the curtilage of Rhu House, which provide particularly effective screening, are the subject of a Tree Preservation Order.

- 6.5 The proposed landscape scheme (TGD Landscapes) introduces additional tree and shrub planting to the proposal which also helps further reduce the perception of 'block frontage' from the creek. This is demonstrated on PWP drawing 4874/1301.
- 6.6 The previously developed areas and the need to screen the houses from the harbour mean that the layout is very similar to the permissions given in 1996. The site and its constraints demand certain disciplines of the layout which inevitably result in similar schemes. This endorses the validity of the design layout.

7.0. SCALE

- 7.1 The comments of the Urban Design officer refer to the comparative scale of a replacement dwelling, which is not applicable to this case. However the heights of the northern buildings have been reduced since the pre-application discussions.
- 7.2 The footprints of all these houses are significantly smaller than those to the east. They are all two storey dwellings with flat roofs to compensate for the finished floor level; raised to +4.9 AOD to give resilience to flood risk.
- 7.3 The scale of the residential development is visually reduced by the gaps between the houses and the use of natural materials in darker muted colours – see below.

8.0. LANDSCAPING

- 8.1 The existing trees will be retained around the periphery of the site and the 'old' hedge along the length of the access road. There will be structural landscaping of indigenous maritime species as shown on the landscape plan by TGD Landscape Ltd., drawn up in consultation with GPM Ecology.
- 8.2 The areas of SINC and proposed new waders habitat will be treated in accordance with GPM Ecology recommendations. This will provide adequate mitigation for the negligible effects of increased activity on the site.
- 8.3 A robust landscape framework is proposed for the residual development areas, formulated to enhance both the ecology and appearance of the site. The introduction of additional tree and shrub planting of native species helps soften the proposal and integrate it into the wider landscape context.

9.0. APPEARANCE

9.1 Housing

The appearance of the buildings is contemporary in a subtle and low-key way. The importance of the landscape as the dominating feature has been acknowledged by keeping the rooflines as low as possible for two-storey houses and in the use of materials.

A palette of three materials has been proposed for the housing development. Although the designs of the dwellings are different the consistent use of the same materials will give the proposal a considered and unified appearance.

The palette consists of timber cladding, a render in a earthy tone and strong elements of local stone. The last will have a contextual relevance and will be used for the plinths of the buildings and some vertical elements. The overriding philosophy behind this choice was for muted colour, matt finish and contextual relevance. This is in line with design guidelines and this approach was considered acceptable for the extant planning permission for Yachthaven House. A planning condition for the final approval of the details of these materials will be acceptable.

The materials were selected in the light of design guidance available in the Chichester Harbour Planning Guidelines, the Northney and Tye VDS and the suggestions of Adele Maher in her comments attached to the council's letter of 24.12.2010. The use of creepers to create green walls will further absorb the buildings into the landscape.

Since pre- application consultations have taken place a degree of individuality has been introduced to prevent the appearance of an estate development and to reflect the status of the site.

9.2. Other structures

The Even Keel building would be constructed in green painted profiled metal cladding to match the livery of HYC buildings. This will help to absorb the appearance of the buildings against the landscape when viewed from the AONB.

It has been assumed that Adele Maher's comment (that pre-coloured cladding is inappropriate and untraditional) refers to its use in domestic architecture. It is quite a traditional material for industrial buildings, but the applicant is happy for the approval of these materials to be the subject of a planning condition.

The residential boat store and ancillary office building will be a simple timber structure with a composite slate roof. This will be the most conspicuous building and these materials will enable it to be absorbed more easily into the background.

10.0. SUSTAINABILITY

- 10.1 The buildings will be designed to adhere to the latest relevant environmental standards. They will be well insulated, thermally efficient and airtight. This will help reduce the carbon footprint of the proposal. Materials will be capable of either re-use or recycling when the proposal comes to the end of its life. The use of locally sourced materials, where appropriate, will reduce embodied energy within the building.
- 10.2 Water usage will comply with the latest regulation requirements and we envisage the inclusion of chimneys on the proposal buildings will give the opportunity of renewable fuel sources to be used to supplement grid infrastructure.

11.0. ACCESS

- 11.1 The existing access will be used and shared with Yachthaven House to the east. Reference is made in the arborist's report into the care that will be taken with any highway improvements with regard to the neighbouring trees and old hedge. The site is not particularly accessible by public transport but the flat terrain makes it excellent for cycling and it has footpath and harbour access.

12.0. CONCLUSIONS

- 12.1 The site is previously-developed, under-used, unsightly and accessible from the coastal footpath. It is a bad neighbour to its residential and tourist neighbours and represents a wasted asset.
- 12.2 Housing is the only development with a high enough value to enable the improvements proposed. It has been suggested that it might be preferable to allow the site to further naturalise, but this attitude over-estimates the degree of harm that the development would cause to the special designations around it.
- 12.3 The extremely thorough analysis by GPM Ecology demonstrates that the development will not directly impact the designated sites (SSSI, Ramsar etc) and assesses the disturbance to them, that might be associated with development, as insignificant. Mitigation measures are recommended to reduce this significance further.

- 12.4 The measures to enhance the ecology and bio-diversity of the site that are proposed, together with the de-contamination and visual improvements, offer a significant benefits to the setting of the AONB, to the local community and to the Borough as a whole. This proposal has been carefully considered in relation to its context.
- 12.5 The designs of the dwellings are suited to the location and offer a contemporary approach using traditional materials which will sit well against the wooded backdrop.
- 12.6 The designs of the other structures are appropriate to the use and to the harbour foreshore and overall the mixed uses proposed make for an interesting and varied scheme which is both economically and socially relevant to Chichester Harbour.