



REF: 2

DESIGN AND ACCESS STATEMENT FOR 34 THE KENCH, HAYLING ISLAND

DESIGN

Use and Amount.

It is proposed to replace a single-storey two bedroom bungalow of 30m² built in the 1930's with a new two bedroom bungalow with a gross external area of 70m², which is in compliance with the rules of the Hayling Health Society for a site of this size. This will be in keeping with the other bungalows on The Kench and has been designed to provide secure, environmentally friendly and energy efficient accommodation for the future.

Layout.

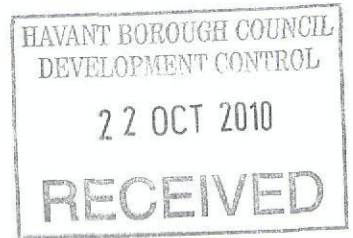
The site is approximately 0.11 hectares and all boundaries to it are fronting Kench land. The building will be located 1.8m from the rear boundary (SW), 4m from the front (NE), approximately 1m from the NW (where the present NW facing wall is situated), and extend towards the SE side of the plot, thus giving space on each boundary and pedestrian access from the site onto open Kench land at the front. Most of the existing 1m tall boundary fences will be removed to allow more openness of the site which is in keeping with other Kench properties.

Scale.

This is a single-storey bungalow of 70m² external footprint. Overall length is 9.3m, width at narrowest is 6m and at widest 8.6m. The roof is of shallow sloping, split level design, running from 2.4m on the west elevation to 3.4m on the east over the 6m span, and from 2.4m on the eastern elevation rising to join the elevation under the larger roof. This roof design is similar to several other properties on the Kench. It will allow for positioning of photovoltaic tiles on the south facing secondary roof to improve the energy efficiency of the property, and facilitate light entering the main body of the bungalow through high windows. This design is in keeping with the various pitched roofs of the surrounding bungalows, whereas replacing the current pitched roof with another pitched roof would have resulted in more skyline being lost.

Landscaping.

The site is located at almost the highest topographical point in The Kench and slopes downwards from SW to NE. It is intended that the finished floor level will be at the same height as the highest level of the plot as this is in line with best practice to mitigate the perceived flood risk. It is proposed to preserve the present slope which will entail some landscaping including a ramp. It will be necessary to build a retaining wall on the NW boundary to replace an existing wall that is not fit for purpose. The area at the front of the site would essentially be level with the Kench vehicle access road and open Kench land as at present. Landscape materials would be grass (as at present), large sea pebbles and paving (similar to existing), plus wooden decking with steps leading to the front entrance.



Appearance.

The bungalow will be built of structural insulating panels (SIPS), and we propose modern render product in off-white (similar to existing), with aluminium door and window frames in grey. Due to the shallow angle of the roofs we would use an EPDM membrane (or similar) in grey on the main roof and blue-grey voltaic panels incorporated into grey zinc (or similar) on the sun facing roof. Guttering will be white positioned along the lower edge of each roof with just two down pipes leading into soakaways. Decking and steps would be of treated timber. A 1.5m high locker in the same finish as the bungalow would be situated on the front elevation of the smaller NE facing wall. Two sensor controlled lights will be retained as present and would be positioned above this locker and over the front entrance for the security of both this and neighbouring Kench properties.

ACCESS

Vehicle access onto The Kench remains exactly the same as present, and parking for this site is on open Kench land as present. Pedestrian access to the site is all that is required and will be, as presently, directly onto Kench land at the front of the bungalow, adjacent to the Kench access road leading in from Ferry Road. Access to the front entrance will be via steps and decking, and to the SE side door via a rising slope.