

36 Station Road, Hayling Island

Design and Access Statement



Contents

1.0 Introduction

2.0 The Process

- 2.1 Assessment
- 2.2 Involvement
- 2.3 Evaluation
- 2.4 Design

3.0 Design

- 3.1 Use
- 3.2 Amount
- 3.3 Layout
- 3.4 Scale
- 3.5 Landscaping
- 3.6 Appearance

4.0 Access

- 4.1 Vehicular and Transport Links
- 4.2 Inclusive Access

5.0 Conclusion

Appendices

- Appendix A: Existing site photos
- Appendix B: Japanese knotweed
- Appendix C: Local consultation



1.0 Introduction

The following Design and Access Statement has been prepared using the guidance within CABE's document, Design and Access Statements – How to write, read and use them. This statement is to be read in conjunction with all associated documents and drawings submitted as part of this planning application.

This application seeks consent to demolish existing buildings (shop, 1no. flat, workshop, associated compound and 2no. dwelling houses) to allow construction of 18no. new build flats and shop use (planning class A1) with associated bin store, cycle store, vehicle parking and landscaping at 36 Station Road, Hayling Island, Hampshire, PO11 0EQ

2.0 The Process

2.1 Assessment

The site consists of a two-storey frontage shop, formerly a hardware store, with a side and rear workshop. The shop is an unstimulating rectangular block which does not contribute well to the streetscene. The workshops are unused and presently in a poor state of repair. The shop is proving difficult to let in its present form and the workshops are now redundant. There is a side access to the rear workshops which are now nearly derelict. The side elevation for West Lane adjoins two pitched roof bungalows. The applicant, who has owned the site for many years, also owns two adjacent houses, 38-40 Station Road, also proving difficult to sell. The two terrace cottages have low pitched roofs, and are set well back from the existing shop. There is a large front forecourt, partly paved by HCC in 1999, with bollards to prevent unlawful parking on the forecourt. This land is still owned by the applicant. The side elevation to West Lane has a small area of parking off the highway, a long single storey pitched roof workshop unit, presently used for carpet sales. It is again unstimulating and does nothing for the streetscene.

The site is located in the Station Road neighbourhood shopping centre, half a kilometre inland from the seafront. There is a row of shops facing a mixture of terraced houses and extend shop fronts. The shopping area lacks a definitive centre and a key building. The Local Authority has renewed pavings on each corner to lift the visual appearance of the area. Proposals would seek to provide a new corner centrepiece development.

It is the intention to have a well designed and detailed building to provide a focus for the centre.

Flood Risk

All information relating to potential for flooding obtained via the Environment Agency's website (information sought 09/11/15):

- The site does not lie within Flood Zone 2 or 3
- The site is not within 20m of a watercourse
- The proposals will not increase the flood risk elsewhere

Biodiversity and geological conservation

Please refer to the associated Biodiversity Checklist and Preliminary Ecological Appraisal as prepared by Ecosa, which forms part of this application.

- There is no reasonable likelihood of protected and priority species on or near the site
- The site is near a designated site
- There are no features of geological conservation importance in or near the site

The applicant is currently addressing the issue of Japanese Knotweed being present on the site. Please refer to Appendix B for details.

2.2 Involvement

There have been two pre-planning applications for the proposals, for which the comments are summarised below. Both have been given reference GEN/14/01037:

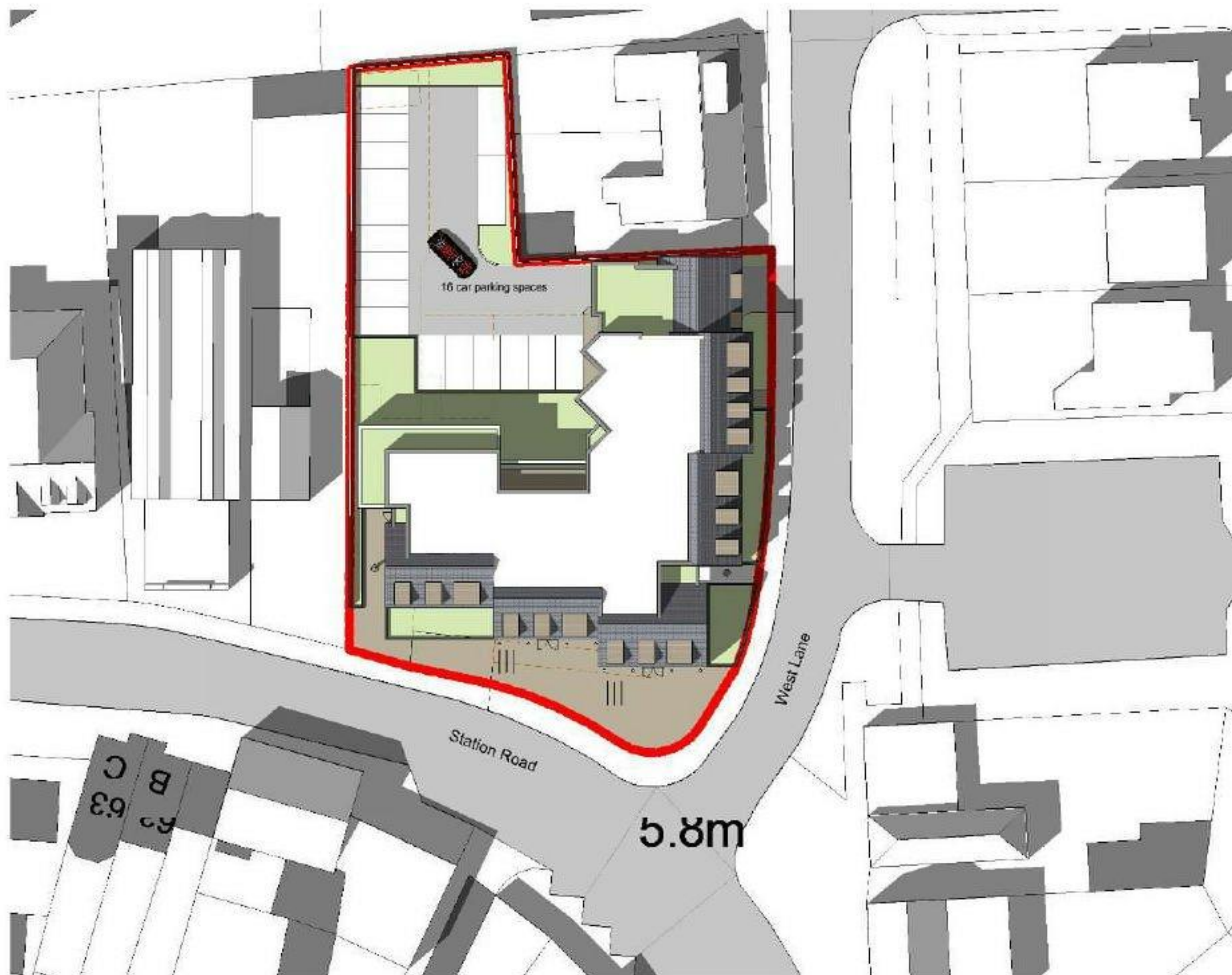
Image extracts from first pre-planning application submission



Standing level perspective from the junction of Station Road and West Lane, facing north



Aerial view of proposals



Site plan as proposed (not to scale), showing the building footprint, parking, and landscaping zones. Access to the rear car park was possible via an undercroft from West Lane. North is up the page.

First pre-planning application, design comments received March 2015

- The redevelopment potential was commented as being a great opportunity for high quality landmark development to strengthen the character of the area.
- Redevelopment poses an opportunity to simplify the public realm and find another solution to the control of access, which currently relies on bollards.
- Footprint of the building is to carefully consider the set back neighbouring buildings.
- Single design approach discouraged, as this blurs the character of the two streets.
- Local precedent for shops are that they are hard up against site frontages.
- Avoid the use of planters.
- West Lane is informal in character compared to Station Road.
- Corner offers potential for a strong eye-catching landmark
- Suggested to push the eastern elevation back and provide small front garden space.
- Blank gable ends not encouraged.
- Lighter colour palette to materials recommended.
- The principle of the development was supported.
- Justification required to the number of parking spaces provided if more could not be provided.
- More cycle parking to be provided.
- Stated it would be important to retain the same amount of commercial space as currently available.
- Suggested that the full frontage to Station Road be designed as the commercial element.

- Requested flats are increased in size to meet guidance (1-bed 45-50sqm, 2-bed 57-67sqm).

Image extracts from second pre-planning application submission



Standing level perspective from the junction of Station Road and West Lane, facing north



Aerial view of proposals



Floor plans as proposed (from left – ground floor, first floor, second floor). North is up the page and plans are not to scale.



Site plan as proposed (not to scale), showing the building footprint, parking, and landscaping zones. Access to the rear car park was possible via an undercroft from West Lane, which is a similar approach to the original pre-planning application submission. North is up the page.

Second pre-planning application, design comments received September 2015

- Noted that it is important to retain a ground floor commercial element, facing onto Station Road.
- The curved design was commented upon as strengthening and improving the character of the local area.
- The western and northern elevations are not sympathetic to the adjacent dwellings in regard to bulk. It is suggested to redesign the western end and remove the northern most flat, which forms the undercroft for vehicle access.
- Commented that revised flat sizes are within guidance.

Local consultation

On the 5th December, the applicant delivered leaflets showing the proposals. This included visiting local shops and dwellings along Station Road and West Lane. 100 leaflets were printed, of which 80 were delivered and the remaining 20 left in Hayling Hardware's shop for people to pick up. A copy of the leaflet was agreed to be left in the shop windows of Sovereign Carpets, Stanley's Butchers and Hayling Hardware. The applicant was able to discuss the proposals when people were home to which the overwhelming verbal response was positive:

- The principle of the development was supported and agree would improve the area.
- The design was supported.
- Some concerns were expressed over parking and traffic pressure.
- The existing shop tenant on the site is keen to lease the new shop element.

A total of 11 email responses were received. No responses were received through the post. The following positive comments were received:

- "Great for the area and a big improvement"
- "...the current structure doesn't enhance the local and does need upgrading"
- "Overall we think the design of the development has been carefully considered and would improve this area of West Town"
- "...proposed development is a great idea. Drawings look great. It will make a much

needed improvement to West Town and will no doubt increase foot fall in the shops and restaurants during the off season. Nice job "

The below summarises the concerns raised as received via email:

- Potential overlooking
- Potential overshadowing
- Possible increase in noise levels
- Increase in vehicles due to the residential element of the development
- Increase in vehicles due to the commercial element of the development
- Strain on roads, traffic, schools and health services
- Question to whether more housing is needed
- Loss of shops
- Lack of space for additional lorry loading/unloading and turning
- General highway safety concerns
- Question to whether the flats are specifically for the elderly
- Concerns over dwelling numbers, size, number of floors and mass of development

Appendix C contains the leaflets issued and associated webpage.

2.3 Evaluation

First pre-planning application, comments received March 2015

The proposed design has been developed to address comments raised from the above pre-planning application, as summarised below:

- Footprint adjusted, pulling in from the road on both elevations to lessen any potential impact on neighbouring buildings.
- Dual design approach, to distinguish between the two streets. Less formal approach taken for the West Lane facing elevation.
- No planting to the front of shops.
- No planters proposed.
- Feature corner proposed.
- Front garden space provided to eastern ground floor flats.
- No blank gables proposed.
- Lighter colour palette proposed.
- Miore cycle parking proposed.
- Commercial element retained and increased in size, resulting in a wider frontage to Station Road.
- Flat sizes increased to meet guidance.

Second pre-planning application, comments received September 2015

The proposed design has been developed to address comments raised from the above pre-planning application, as summarised below:

- Curve design retained.
- Footprint further adjusted on western side, pulling building further away from Station Road to further lessen any potential impact on neighbouring building.
- First floor northern flat, resulting in undercroft access to the rear parking area removed to lessen any potential impact on the northern neighbouring building.
- Elevation articulation developed, alongside material palette and colour scheme.
- Public realm improved and simplified, with a variety of street furniture proposed to restrict vehicle access without relying solely on bollards.
- Greater level of cycle parking proposed.
- Commercial element increased further in size.
- Minor alterations to internal layout, ensuring no adverse affect on flat sizes (keeping within guidance).

Local consultation

In response to the concerns raised via email during the local consultation period:

- There is no potential for overlooking when accessing against guidance within the Havant Borough Council Design Guide Supplementary Planning Document, December 2011. Studio 4 drawings 34139/184 and 185 demonstrate visibility distances from proposed windows at first and second floor level and that there is adequate distance between the proposals and existing buildings to retain privacy and not result in overlooking.
- Studio 4 drawings 34139/180 – 183 show the shadow paths from the proposed building on 22nd of March, June and September (solstice and equinox). These demonstrate there is no adverse overshadowing to adjacent plot and buildings between 22nd March and 22nd September.
- There is interest from the existing business renting the retail element to use the proposed retail element. Therefore, there will be no increase in noise, no increase in associated traffic, no additional strain on roads, no loss of shops and no change in means of delivery to the store to what currently exists.
- The associated Technical Note 1 – Car Parking Demand Provision (as prepared by Entran), demonstrates adequate parking provision for the scheme.
- More housing is required within the area.
- Proposals result in the reduction of drop kerbs and points of vehicle access into the site. Proposals seek to use the existing point of access to the north for access into the site. Therefore, proposals will not result in any adverse affect to highway safety but should increase highway safety for the site.
- The proposed residential element has not been developed specifically for the elderly, but has been design in the spirit of Lifetime Homes.
- The proposals have been carefully developed in consultation with Havant Borough Council during the pre-planning application period to ensure (amongst other items) that the proposals are appropriate in size, height, scale and mass. Proposals seek to maximise the potential for the site, retain the commercial element and provide much needed housing that meets minimum flat size guidance. Therefore, the final proposals cannot be deemed as overdevelopment of the site, as they carefully consider the surrounding context and provide a well proportioned, articulated, appropriately scaled form providing much needed and appropriately sized dwellings.

Pedestrian and Vehicle Access, Roads and Rights of Way

- Altered vehicle access is proposed from the public highway. It should be noted that there are many access points in to the site from the public highway via drop kerbs. The proposals seek to reduce this number and retain the main site access point into the site from the north. Please refer to associated site plan drawings that form part of this application.
- Similar to above, altered pedestrian access is proposed from the public highway. Please refer to associated site plan drawings that form part of this application
- No new public roads, nor rights of way, nor diversions are proposed

Trees and hedges

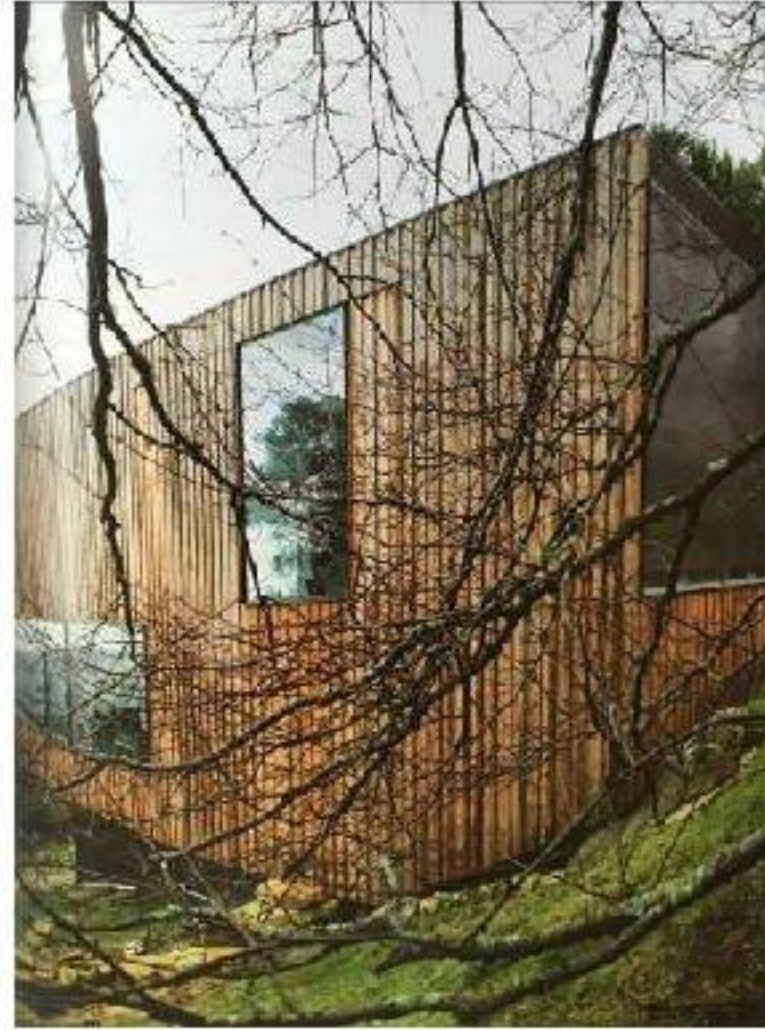
- There are no significant trees nor hedges within the site
- There are no trees nor hedges on land adjacent to the proposed development that could influence the development
- Proposals will result in the removal of some shrubs, which are of low importance

Drainage and foul sewage

- Surface water drainage is to be connected to new soakaway(s) to specialist design
- Foul sewage is to be connected to the mains sewer

Precedent

The following precedent images have informed the design:



2.4 Design

The following sections explain the development of the scheme and justify the submitted proposals. It is to be read in conjunction with the following drawings prepared by Studio 4 Architects:

34139 / 100

Location and Block Plans

34139 / 101	Site Survey as Existing
34139 / 102	Site Plan as Existing
34139 / 110	Site Plan as Proposed
34139 / 115	Ground and First Floor as Proposed
34139 / 116	Second Floor and Roof Plan as Proposed
34139 / 125	Elevations as Proposed – South and East
34139 / 126	Elevations as Proposed – North and West
34139 / 180	Sun Study – March
34139 / 181	Sun Study – June
34139 / 182	Sun Study – September
34139 / 184	Privacy Distances – First Floor (20m)
34139 / 185	Privacy Distances – Second Floor (24m)
34139 / 190	Perspective Views
34139 / 191	Perspective Views
34139 / 196	Perspective Views

3.0 Design

3.1 Use

Existing use is a shop with 1no. flat above, workshop space, associated compound and 2no. dwelling houses. All existing buildings on site are to be demolished as part of this application.

Proposed use will provide 18no. new flats, shop use (planning class A1) with associated bin store, cycle store, vehicle parking and landscaping. This will include redevelopment of the front publically accessible amenity space.

3.2 Amount

All areas are measured taking guidance from RICS Guidance Note Code for Measuring Practice – A Guide for Property Professionals, 6th Edition (2007). Where not otherwise stated, all areas are gross internal area (GIA).

Site area

Site area totals 1,730sqm.

Existing areas

All existing buildings within the site are to be demolished. None are proposed to be re-used.

Existing building gross internal area (GIA) totals as below:

Ground floor (non-residential total)	458 sqm
Ground floor (residential total)	88 sqm
First floor (residential total)	164 sqm
Total	710 sqm

Of the 458sqm of non-residential space, approximately 340sqm relates to storage and the warehouse element to the north.

Proposed areas

Proposed building gross internal area (GIA) total as below:

Ground floor (non-residential total)	202 sqm
Ground floor (residential total)	350 sqm
First floor	566 sqm
Second floor	458 sqm

Total	1,576 sqm
Total of which non-residential floorspace in GIA	202 sqm
Total of which residential floorspace in GIA	1,374 sqm

Areas

Schedule of areas to flats follow:

<u>Ground floor shop element (excludes bin store)</u>			<u>186 sqm</u>
Ground floor	Flat 1	1-bed	45.5 sqm
	Flat 2	2-bed	56.4 sqm
	Flat 3	2-bed	57.5 sqm
	Flat 4	2-bed	70.4 sqm
First floor	Flat 5	2-bed	66.4 sqm
	Flat 6	1-bed	48.5 sqm
	Flat 7	1-bed	54.2 sqm
	Flat 8	1-bed	45.5 sqm
	Flat 9	2-bed	57.3 sqm
	Flat 10	2-bed	57.3 sqm
	Flat 11	3-bed	69.3 sqm
	Flat 12	2-bed	58.4 sqm
Second floor	Flat 13	2-bed	61.8 sqm
	Flat 14	2-bed	68.9 sqm
	Flat 15	2-bed	57.3 sqm
	Flat 16	2-bed	57.3 sqm
	Flat 17	2-bed	61.1 sqm
	Flat 18	2-bed	69.7 sqm

This results in the following size range:

1-bed flat	(4no.)	45.5 – 54.2 sqm
2-bed flat	(13no.)	56.4 – 70.4 sqm
3-bed flat	(1no.)	69.3 sqm

Vehicle Parking

Across the existing application site, there is possible parking for 12no. vehicles of which none are marked for disabled use. All existing spaces are accessible direct from Station Road or West Lane.

Proposals seek to provide 19no. spaces, of which 1no. will be marked out for disabled use. Of the 19no. spaces, 18no. are to the rear (north of the site) accessible off West Lane, 1no. is to the front (south of the site) accessible from Station Road.

Cycle Parking

Across the existing application site, there is no specific cycle parking. Proposals seek to provide 1 cycle parking space per 1-bed dwelling and 2no. spaces per 2/3-bed dwelling. This totals 32no. provided via a cycle stacking system which enables 2 level storage, such as the example illustrated below:



Access to the cycle store is possible under cover from the rear building access point.

Externally located, short-stay, uncovered cycle parking can be accessed from the front of the site. 20no. spaces are provided via Sheffield Cycle Stands (10no. stands).

Waste Storage

Waste storage for the flats has been provided at 3no. 1100ltr bins for general waste and 3no. 1100ltr bins for recycling. Access to the bin store is possible from the flats under cover from the rear building access point. Distance from the bin store to the adopted Highway is less than 30m, at 24.5m.

3.3 Layout

The proposed layout has been developed to consider retention of the public space, adjacencies to neighbouring properties, retention of the main vehicle access point and pushing the parking to the rear of the site so that it is not a dominant feature from the public facing elevations. There is no overlooking from the proposed windows to dwellings.

Access to the shops is from the front, from Station Road. Main access to the flats is from the front, from West Lane. A second access to the flats is from the rear from the car park.

Defensible space is provided to all ground floor flats. Individual access to three of the ground floor flats is possible from the front, via Station Road or West Lane.

Car parking has been designed to guidance with regard to sizing and clear manoeuvring space to enable entrance and egress from the main car park within a forward gear.

3.4 Scale

The proposed scale at 2.5 storeys is appropriate for the area. Eaves height (at first floor ceiling / second floor level) is similar to adjacent and nearby buildings. Material scale is of a human scale, appropriate for the area and surroundings.

3.5 Landscaping

Hard landscaping to the front provides a useable public space and restricts vehicle access through the provision of a reduced number of bollards, seating, short stay cycle parking and trees.

Soft landscaping forms part of front garden space, defensible space and softening the car parking area to the rear.

For public amenity, the seafront is less than a kilometer away and Hayling Park less than 0.5 kilometers away.

3.6 Appearance

The building has been articulated to break up the elevations and perceived mass. This echoes the rhythm of building within the immediate area, namely on the other side of Station Road to the application site. The second floor is built within the roof space, which is pitched to reduce the perceived mass. There is a precedent for both pitched and flat roofs within the surrounding area.

The proposed materials have been selected to reflect the local palette of materials along with taking inspiration from coastal design – deemed appropriate for this area. Schedules follows:

Walls (including dormer cheeks)

- Existing Mixture of painted brick, painted render, painting blocks, facing brickwork, painted cladding panels and corrugated metal cladding panels
- Proposed Mid-grey metal standing seam walls to match roof. Two tones of buff facing brick to residential elements (refer to elevations for lighter and darker locations, including feature soldier courses). White timber effect cladding predominantly to southern first floor elevation above shop front. Dormer cheeks metal clad, matching standing seam roof and walls. Refer to elevations as proposed for locations

Roof

- Existing Corrugated metal to workshop elements. Bitumen felt to flat roof commercial elements. Concrete tiles to houses
- Proposed Mid-grey metal standing seam roof. Single-ply to flat roof elements. Red-brown concrete tiles. Refer to elevations as proposed for locations. Glazed canopies over individual ground floor flat entrances

Windows

- Existing uPVC windows, colour white, with the exception of front of shop, which is painted brown shop front glazing
- Proposed PPC metal framed windows and French doors to residential elements, colour mid-grey. Metal framed shop front to retail element, colour pale blue. Refer to elevations as proposed for locations

Doors

- Existing as 'Windows' existing
- Proposed to match proposed windows

Boundary treatment

- Existing Timber fence panels, varying in height but typically 1.8m
- Proposed Replacement timber fence panels to western boundary. 900mm high matching brick garden walls. Refer to site plan as proposed for locations.

Vehicle access and hard standing (including landscaping to public realm)

- Existing Mixture of block paving, block setts, concrete paving slabs, concrete hardstanding, tarmac, and gravel
- Proposed Block paving (various colours), and tarmac. Refer to site plan as proposed for details.

Lighting

- Existing PIR security lighting
- Proposed PIR security lighting

Other – rainwater goods

- Existing uPVC gutters and downpipes, colour black and white to commercial element and residential properties
- Proposed uPVC to exposed gutters, hoppers and downpipes, colour mid-grey

Other – eaves, fascias, bargeboards and copings

- Existing uPVC fascias, colour white
- Proposed uPVC fascias, colour mid-grey. PPC metal fascias, bargeboards and copings, all coloured mid-grey

Other – street furniture

- Existing Street bollards, colour blue
- Proposed Stainless steel bollards, benches and litter bins

Other – Juliet balcony guarding

- Proposed Stainless steel handrail and supports, glazed infill

4.0 Access

4.1 Vehicular and Transport Links

The site lies on a bus route. There is no nearby train station. A public car park is opposite the site on the adjacent side of West Lane. The shop element is proposed for use by the local community.

Access to the rear car park will be via a retained cross-over. Proposals result in a significant removal of drop kerbs along West Lane. This will improve upon the amenity area to the front through a reduction of vehicle access points alongside associated increase in pedestrian/highway safety.

Further information can be found within Technical Note 1 – Car Parking Demand Provision as prepared by Entran and which forms part of this application.

4.2 Inclusive Access

All new build elements will be designed in accordance to AD Part M, Volume1 and 2. This includes (but not limited to) level access, no steep gradients between change in levels, wide doorways, wide corridors/circulation, wheelchair turning space, accessible parking, manifestation to large glazed areas and clear way finding.

5.0 Conclusion

- Two pre-planning applications have been made to ensure that the proposals are developed to meet expectations and guidance from the local planning authority.
- The existing buildings are tired and in need of replacement to enhance the focal area and public space.
- The proposals provide a high quality landmark development that will strengthen the character of the area.
- The proposals retain a ground floor commercial element.
- Much needed housing will be provided, to which they have been sized in accordance to guidance.
- The public realm will be improved, which includes providing control to restrict access for vehicle and reduction of drop kerb access onto the site.
- The footprint considers the surrounding context and neighbouring properties.
- Height and mass is considered acceptable within the surrounding context, ensuring no overlooking, overshadowing and in-keeping with the immediate scale of buildings.
- Appearance and materials is considered acceptable within the surrounding context, offering a high-quality modern approach that is sympathetic with the immediate context.
- Likewise, material selection is modern and sympathetic, with a material scale in-keeping with the surrounding context.

Appendix A: Existing site photos



Shop frontage facing Station Road



Shop corner to Station Road and West Lane



Shop corner looking east along Station Road.
Note: high pitch roof houses along Station Road



Side workshop looking north along West Lane



Shop frontage looking west along Station Road



Adjoining cottages, no. 38 & 40 Station Road



Shop frontage looking northeast from Station Road



Side entrance and rear of workshop



Inside rear workshop



West Lane looking north



Side access from West Lane



Side workshop from West Lane looking southwest



Car park opposite



Rear gardens to no. 38 & 40 Station Road.

Appendix B: Japanese knotweed

The applicant is currently addressing the issue of Japanese knotweed being present on the site. Japanese Knotweed Ltd are conducting a herbicide treatment for the knotweed, for which their schedule follows:

Visit dates	Year		
Spring	2013	Spray JK	04/06/2013
Autumn	2013	Spray JK	21/10/2013
Winter	2014	Brush Cut	19/02/2014
Spring	2014	Spray JK	11/06/2014
Autumn	2014	Spray JK	19/09/2014
Spring	2015	Spray JK	09/06/2015
Autumn	2015	Spray JK	
Autumn	2016	Spray JK / Insp. & warranty visit.	
Autumn	2017	Final warranty visit and report	

The client is seeking to appoint a specialist for excavation and removal of the Japanese knotweed to coincide with/before the commencement of works. The following report site visit record relates to the spring 2015 visit:

Japanese Knotweed Ltd - Site Visit Record v3.04.07.18
Top Copy Office - Bottom Copy Client

OFFICE COPY

Name of Area Technician: Hasan Erdinc NPTC Cert.: 597308 NPTC Modules: PA01, PA06A, PA06AW

Date: 9-6-15 Contract No.: 828 Site Name: Station Rd

Target Weed: Japanese knotweed / Himalayan Balsam / Giant Hogweed / Ragwort / Marechal

Start Time: 13-30 Finish Time: 14-00 Total Hours: 1hrs

Conditions: Clear / Cloudy / Sun / Light rain / Heavy rain / Snow / Frost Winds: Still / Light / Moderate / Strong

PPE Worn: Gloves / Overall / Spray Suit / Mask / Visor / Boots Warning Signs Displayed? Yes / No

Works Completed: Herbicide Spray Visit (SV) - SV1 / SV2 / SV3 / SV4 / Final Spray Visit (FSV) / Brush Cut (B/C)

Guarantee Visit (GV) / Final Guarantee Visit (FGV) / Survey

Insurance Backed Guarantee Visit (IBG) - IBG1 / IBG2 / IBG3 / IBG... / Final IBG

Method of Application: Knapsack sprayer / Stem Injection / Leaf Wiping

EA Licence Number (if applicable): 1047002

Product Used: Roundup ProBioside 450 Glyphosate ☐ MAPP Number: 12778
(tick if used) Roundup ProBio ☐ MAPP Number: 15539
Synera ☐ MAPP Number: 14708

Application Rate: 3-75 Qty of Mix Applied (l): 3 Total Product Used (ml): 45

Description of Japanese knotweed on site (tick more than one box if required):

Mature Knotweed stand	☐	Showing signs of previous chemical application	☐
Semi-mature Knotweed stand	☐	No visible growth - may still be viable rhizomes	☐
Young juvenile Knotweed plant	☒	Area of Knotweed growth has been disturbed	☐
Bonsai/stunted Knotweed growth	☒	Living knotweed cut down by others	☐
Peppered Knotweed growth	☐	Site overgrown needs clearing	☐
Approx. height of growth - over 1m	☐	Brush cut to create access path required	☐
Approx. height of growth - under 1m	☒	Knotweed needs fencing off	☐
New Knotweed growth in new area	☐	Knotweed will need a winter brush cut	Yes ☒ No ☐
New Knotweed growth in current area	☐	Knotweed is growing on adjacent property	☐

Additional Comments/Other works:

Was client contacted prior to this visit? YES ☒ NO ☐ Was a copy of this form left on site? YES ☒ NO ☐

Area Technician Signature: Hasan Erdinc Customer/Site Signature: [Signature]

Print Name: Hasan Print Name: [Name]

Should you have any queries regarding your programme please contact Customer Service on 0203 470 0002
www.japaneseknotweed.co.uk

Appendix C: Local consultation

Leaflets issued to immediate neighbours and businesses:

Proposed Development at the junction of Station Road and West Lane

R O'Dell (Holdings) Ltd has a long association with the local area having bought 36 & 38 Station Road in 1989 and ran a hardware and DIY store through its subsidiary Hayling Hardware Ltd until 1996 when that business relocated to Elm Grove. R O'Dell (Holdings) Ltd is now a small family owned property company that is keen to improve the locality by replacing the current substandard buildings with a quality development which we and the community can be proud of. We have put a considerable amount of time and effort into liaising with Havant Borough Council planning officers and incorporating their comments into our current proposals. We hope you like our scheme for redeveloping this important corner of Station Road.



The proposals provide a new shop (which could be subdivided into 3 smaller shops), 18 new flats, car parking and new public realm. We are inviting those who live and work locally in the area to provide their feedback and comments prior to a planning application. More information can be found at this address:

www.studiofourarchitects.com/station-road-hayling-island



THE O'DELL GROUP

studio four
architects ltd

Proposed Development at the junction of Station Road and West Lane

If you would like to comment on the proposals, please write to us at:

R O'Dell (Holdings) Limited
1 Hill Place, Bursledon, Southampton
S31 8AE

You may use the space below for your comments:

Name (optional): _____

☐ I live locally ☐ I work locally ☐ Other (please specify): _____

Comments: _____

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

Alternatively, you can email your comments to the following address:

station.road@theodellgroup.co.uk



Associated webpage:

