

**FULL PLANNING APPLICATION FOR THE DEVELOPMENT OF
CARAVAN BASES, EXTERNAL REFURBISHMENT OF EXISTING
SINGLE AND TWO STOREY CHALET BUILDINGS, ALTERATIONS TO
THE EXISTING CENTRAL FACILITY BUILDING INCLUDING NEW
EXTERNAL SEATING TERRACES, FORMATION OF OUTDOOR ACTIVITY
AREAS TO INCLUDE AN ADVENTURE GOLF, ADVENTURE PLAY WITH
TENSILE CANOPY, WET PLAY SPLASH ZONE TOGETHER WITH NEW
INTERNAL ROADS AND CAR PARKING AT;**

MILL RYTHER HOLIDAY VILLAGE

HAVANT ROAD

HAYLING ISLAND

HAMPSHIRE. PO11 0PB

DESIGN AND ACCESS STATEMENT

PROJECT REF:	3877
ISSUE:	ONE
DATE:	17 NOVEMBER 2016

INTRODUCTION:

Purpose of the Statement

This Design and Access Statement has been prepared on behalf of Away Resorts Ltd to accompany the Planning Application for the proposed development of caravan bases, external refurbishment of existing single and two storey chalet buildings, alterations to the existing central facility building including new external seating terraces, formation of outdoor activity areas to include an adventure golf, adventure play with tensile canopy, wet play splash zone together with new internal roads and car parking at Mill Rythe Holiday Village.

Mill Rythe Holiday Village is located on the east coast of Hayling Island, just off Havant Road. The site is directly adjacent to the coastline in Chichester Harbour along the Mill Rythe estuary.

Mill Rythe Holiday Resort comprises an irregular shaped parcel of land which measures 13.9 hectares (34.4 acres) and has been in use as a holiday park since at least the 1940's. There are currently 260 No. chalets and 2 No. caravans with approval to construct a further 29 No. caravan bases.

The Holiday Village consists of the following buildings, land use and facilities:-

- Car and coach parking
- Central facilities buildings with offices, reception, ballroom, restaurant, bar, indoor pool and hair/beauty salon
- Separate 'Hudsons' pub-restaurant
- Boating lake and playground
- Outdoor pool with kiosk
- Separate café
- 260 No. Chalet units

In terms of surrounding uses, the north of the park is bound by the Rythe forming part of Chichester Harbour. To the east and west the park is surrounded by open fields with the 9 hole Tournerbury Golf course lying to the south.

There is residential development further to the west of the site which abuts the A3023, Havant Road. The aerial photograph at Figure 1 shows how the site appears from the air (and with indicative ownership boundary in red).

This statement responds to the requirements of the Town and Country Planning (General Development Procedure) (Amendment) (England) Order 2006 (the "GDPO") for planning applications to be accompanied by a Design and Access Statement that explains:

- The design principles and concepts that have been applied to the development; and
- How issues relating to access to the development have been dealt with.



Fig 1.0 Aerial Photo of Mill Rythe Holiday Village in context.

The statement should be read in conjunction with the drawings that accompany the planning application, namely:

- Drawing No. 3877-300 Site Location Plan 1:2500
- Drawing No. 3877-310 Existing Site Plan 1:1000
- Drawing No. 3877-320 Existing Main Complex Plan 1:200
- Drawing No. 3877-321 Existing Main Complex Elevations 1:200
- Drawing No. 3877-330 Existing Dover Chalet Block 1:250 & 1:100
- Drawing No. 3877-331 Existing Harrow Chalet Block 1:250 & 1:100
- Drawing No. 3877-332 Existing Ganton Chalet Block 1:250 & 1:100
- Drawing No. 3877-333 Existing Tenby Chalet Block 1:250 & 1:100
- Drawing No. 3877-334 Existing Ryde, Seaton, Solent Chalet Block 1:250 & 1:100
- Drawing No. 3877-335 Existing Matlock Chalet Block 1:250 & 1:100
- Drawing No. 3877-336 Existing Oxford, Nutley, Otley, Norfolk Chalet Block 1:250 & 1:100
- Drawing No. 3877-337 Existing Windsor Chalet Block 1:250 & 1:100
- Drawing No. 3877-340A Existing Site Section A-A 1:250 & 1:200
- Drawing No. 3877-341A Existing Site Section B-B 1:500 & 1:200
- Drawing No. 3877-342B Existing Site Section C-C 1:500 & 1:200
- Drawing No. 3877-400 Proposed Demolitions Plan 1:1000
- Drawing No. 3877-410D Proposed Site Plan 1:1000
- Drawing No. 3877-420 Proposed Main Complex Plan 1:200
- Drawing No. 3877-421 Proposed Main Complex Elevations 1:200
- Drawing No. 3877-422 Proposed Central Area Plan 1:200

- Drawing No. 3877-423 Proposed Adventure Play 1:200
- Drawing No. 3877-424 Proposed Splash Zone 1:200
- Drawing No. 3877-425 Proposed Adventure Golf 1:500
- Drawing No. 3877-430 Proposed Dover Chalet Block 1:250 & 1:100
- Drawing No. 3877-431 Proposed Harrow Chalet Block 1:250 & 1:100
- Drawing No. 3877-432 Proposed Ganton Chalet Block 1:250 & 1:100
- Drawing No. 3877-433 Proposed Tenby Chalet Block 1:250 & 1:100
- Drawing No. 3877-434 Proposed Ryde, Seaton, Solent Chalet Block 1:250 & 1:100
- Drawing No. 3877-435 Proposed Matlock Chalet Block 1:250 & 1:100
- Drawing No. 3877-436 Proposed Oxford, Nutley, Otley, Norfolk Chalet Block 1:250 & 1:100
- Drawing No. 3877-437 Proposed Windsor Chalet Block 1:250 & 1:100
- Drawing No. 3877-440A Proposed Site Section A-A 1:250 & 1:200
- Drawing No. 3877-441A Proposed Site Section B-B 1:500 & 1:200
- Drawing No. 3877-442A Proposed Site Section C-C 1:500 & 1:200

DESCRIPTION OF THE PROPOSALS:

The proposed development of the site includes the retention and improvement of some buildings. The improvements to the central complex building involve the demolition of sub-standard facility areas creating new guest services and caravan sales, main entrance and arcade areas and shop. All remaining areas of the building to be retained will be fully refurbished.

A range of new external activity areas will be accessed from the complex building, with the overriding objective that the proposals provide enhanced leisure facilities for the holiday park guests.

A number of existing single and two storey chalet buildings will be demolished as part of the works with the retained chalets being refurbished both internally and externally.

The demolition of chalet buildings and complex buildings allows for the formation of 182 No. caravans which provide the park a variation of accommodation types.

There are no proposed alterations to the existing vehicular access to the holiday park.

The scheme has evolved through discussions and consultations on a number of options.

The new facilities, together with the improved existing areas will be within a controlled environment within the central complex area and are therefore easily managed by the holiday park and easily accessible for guests.

There is provision for parking in the central location through a number of parking courts which will include disabled / accessible spaces constructed upon internal access roads. This arrangement adequately provides a clear flow of traffic at all times. Each caravan will have a parking space next to the unit and required parking for the chalet blocks will be provided via parking courts with link footpaths.

The proposed works represent a major investment in the park and also confirm Away Resort Limited's aspirations to provide improved guest facilities and to generally enhance the holiday park.

CONTEXT OF THE SITE:

SOCIAL CONTEXT

The impact of the development of the holiday park of this scale will not only be seen as a major investment in the area, but also as a statement about the aspirations of the client to provide greater leisure facilities and general enhancement of the holiday park.

The development will provide a vibrant and socially inviting facility for the holiday park guests.

ECONOMIC CONTEXT

Away Resorts purchased Mill Rythe Holiday Village out of administration and continue to make the site a more viable holiday business.

The Holiday Village has become unviable due to the number of staff required to run the extensive entertainment and leisure facilities at the village, and yet the amount and quality of accommodation (and the income that can be derived) is insufficient to pay for the operation and maintenance of these facilities and the outdated chalets. Hence there is a need to start reorganising the site to provide more and more attractive, higher earning, lower maintenance accommodation.

The client has the vision for a further enhanced leisure facility. It is recognised that sport and recreation can help to underpin the economic structure of the holiday park through creating a desirable holiday environment. This vision has a positive economic benefit to the wider district through tourism by attracting more visitors to the area.

ACCESS/TRANSPORT:

Public transport to and from the site is not affected by the proposed development. It is recognised that the majority of visitors to the site use private cars, however due to the overall number of holiday accommodation units on site remaining the same there will be no increase in vehicular traffic.

The site location is convenient for fire and emergency services with access from the Havant Road and then via internal roads. The service routes around the complete complex together with clearly defined escape route

and disabled refuge points, allows for accessibility for these emergency services.

MASTERPLAN DEVELOPMENT: BACKGROUND

Development upon the site has been considered for a number of years since Away Resorts took ownership.

The masterplan indicated in Fig 1.1 below was prepared in 2012. The scheme created a marina, apartment buildings with private moorings and caravan developments.



Fig 1.1 Mill Rythe – Masterplan sketch scheme 2012.

Although the sketch scheme was not pursued the caravan base and guest accommodation buildings indicated the need to provide more varied accommodation.

Guest accommodation buildings of the height and scale indicated above have not been considered as suitable for the current application but introducing caravans into the site has formed the basis of subsequent designs. 31 No. caravans indicated to the North of the site received planning permission and part of that layout has been integrated into the current scheme.

PROPOSED BASE DEVELOPMENT MILL RYTHE HOLIDAY VILLAGE - PROPOSED SITE PLAN AND SECTION



Fig 1.2 - 31 No. units approved June 2013 Ref: APP/11/01080

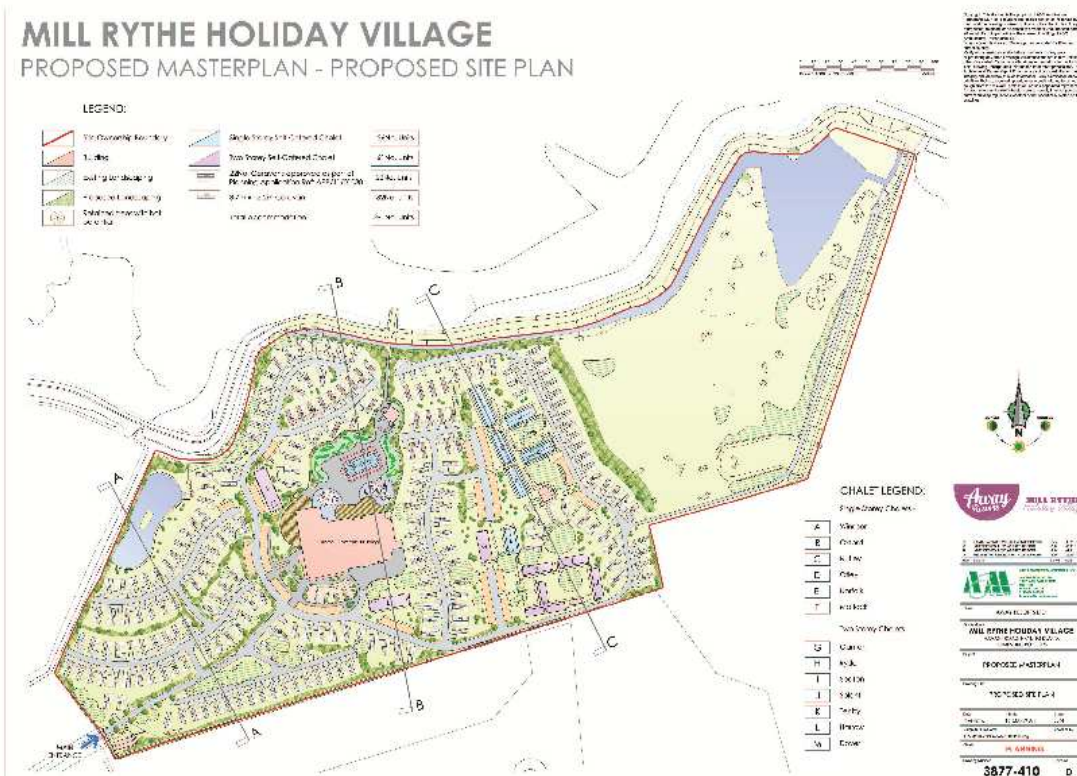


Fig 1.3 - Proposed Masterplan for current application



Fig 1.4 – Visual of proposed caravans in current application

BUILDING DESIGN: CHALET BUILDINGS

The site will provide accommodation through a number of refurbished single and two storey chalet accommodation buildings.

As part of the pre-application submission sketch scheme designs for the external refurbishment of a typical two storey retained building were submitted as shown below;



Fig 1.2 Chalet Buildings Sketch Scheme – Part of pre-app submission.

From the sketch scheme stage to planning submission the design has evolved internally to ensure each unit provides self-catered

accommodation and externally the balcony design has been simplified to provide a reduced visual impact with powder coated steel balustrading to compliment the weatherboard cladding.

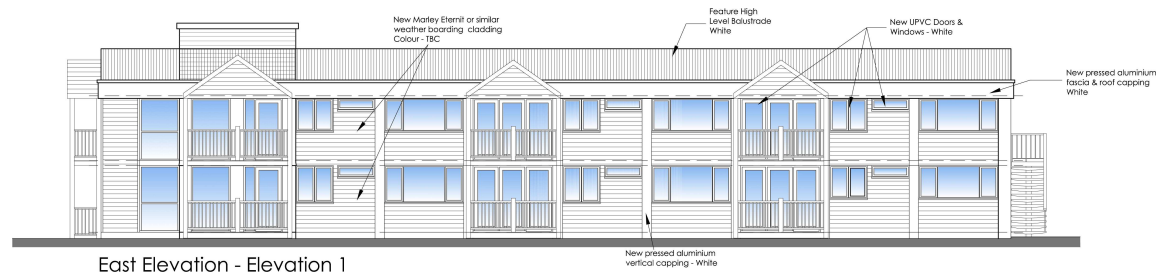


Fig 1.3 Chalet Buildings – Typical proposed two-storey chalet elevation.

In the pre-application response concern was raised regarding the colours indicated on a sketch proposals for the chalet buildings;

'The proposals include new buildings which are shown in bright colours and at a two storey height adjacent to the site's boundary with the AONB. Due to the location of the site close to the AONB, I have concerns with regard to such a bold colour pallet..'

To address these concerns a limited palette of subtle, neutral colours has been submitted for the weatherboarding on all chalets as indicated below (Fig 1.4). The adjacent image (Fig 1.4A) shows how the weatherboard colours C02 – Beige and C10 – Blue Grey appear on a similar style of building.



Fig 1.4 Chalet Buildings – Proposed colour palette. Fig 1.4A Weatherboard examples on similar style of building.

BUILDING DESIGN: CENTRAL AREA

The existing central complex building will be retained as part of the redevelopment. Due to the large size of the complex, part of the building will be demolished and the remaining areas will be redesigned internally to create a more usable space with all areas refurbished and enhanced.

The main entrance to the complex has been retained but the redesign has created separate entrance points for customers depending on the service they require, for example there are now separate entry points for the caravan sales, guest services and shop. The main entrance gives easy access for all and leads into a light and generous space where all facilities can be readily accessed.

With the limited external facilities currently offered to holiday makers one fundamental design ethos was to create a fluid layout to link the internal spaces with the external terrace areas and pedestrianised areas from which all the proposed facilities can be accessed (Fig.1.5);



Fig 1.5 Existing & Proposed Central Area with accompanying legend

Changes to the external appearance of the building will be made to suit the revised layout as required and improve the overall appearance. Additional glazing, weatherboard cladding and brick slips will be used to break up massing on all elevations.

The same principles regarding colour palette discussed previously for the chalet buildings will be applied to the main complex building to create a consistent and subtle appearance to the buildings across the site.



Fig 1.6 Visual of proposed central area indicating external activity areas

SECURITY:

Good design is a key factor when looking at the reduction of crime. The design of the new leisure facilities addresses the problems associated with inactive and hidden corners. Efforts have been made to establish visibility into and out of the buildings. Where this is not possible or regular natural surveillance is not constant for example to plant room areas, full CCTV systems have been allowed for. Additionally, the main frontage maintains good visibility and therefore helps to eliminate problems associated with inactive frontages.

Throughout the design process, public health, crime prevention and community safety has always been considered. Consultation with the 'Secured by Design' core principles and similar design guidance has been utilised from the outset of the scheme.

LANDSCAPING:

Due to scale of the redevelopment, it is important to treat the surrounding landscape carefully. A combination of hard and soft landscaping will compliment the buildings and allow for a range of attractive spaces that the building users can use and enjoy. Although the detailed design has not yet been fully developed, there are a number of design principles, which are already incorporated.

Routes across the site are clear and direct, with surfaces smooth, even, non-slip and well laid to ensure inclusive access. These will also take into account the 'core principles' of 'Secured by Design' where community interaction can take place on large, clearly delineated, well used and maintained footpaths.

The nature of the site ensures that level access can be incorporated easily within the scheme, thus allowing full inclusion for all.

New car parking courts to the front of the Complex ensures that the area is continually monitored and a high level of visibility is possible. Appropriate crossings and dropped kerbs will be installed to ensure safe pedestrian access from the adjoining car park to the main entrance.

Low level structured planting will be provided to the perimeter of the main complex to further enhance the setting of the building. High quality, well maintained landscaping creates a sense of place and strengthens identity, which can aid in the prevention of crime.

Any changes to the external lighting around buildings will be designed to specific lighting standards, ensuring safe means of access on site, and will help to reduce the incidence of crime. It is not thought that the impact of the external lighting will be any greater than that provided at present.

ACCESS:

Access in respect of vehicular, pedestrian and "inclusive" access has been discussed throughout the statement. In order to meet the needs of all people those that use the building, accessibility becomes a basic design consideration.

Through numerous consultations, the design has developed both internally and externally, to establish a fully inclusive scheme. As previously discussed, levels within the site, around the facility and internally within the building will all be designed to ensure full inclusion for all activities. Disabled car parking bays will be located close to the building and carefully located adjacent to appropriate level access crossings.

It is important that the disabled and elderly do not feel segregated and the design has set out to ensure that access and movement throughout the building and externally is the same for all.

An additional aspect of the design will be to ensure that signage, whether it is words, symbols or pictures around the site, is informative, making way finding and orientation clear, simple and direct.

CONSULTATION ON DESIGN AND ACCESS ISSUES:

The design in terms of scale and siting has been determined with reference to local and national planning policy, particularly with regard to ensuring that the development will not be visually intrusive.

It will always be the intention to maintain detailed discussions with the Planning Authority / Environment Agency etc. throughout the remainder of the design and planning consultation period, to ensure that all parties are satisfied that the scheme meets their respective requirements.