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APP /10/00039

GRAHAM ASH ARCHITECTS

THE HAYLING BAY HOTEL, 50 WEBB LANE,
HAYLING ISLAND PO11 9JE

DESIGN, TRANSPORT AND ACCESS STATEMENT

Revision A (21.12.06)
Revision B (28.03.07) opening explanatory paragraph.
Revision C (04.04.08) Proposals statement revised.
Revision D (08.06.09) Proposals statement revised.
Revision E (30.07.09) Minor mods
Revision F (01.07.10) Minor mods
Revision G (22.07.10) Minor mods



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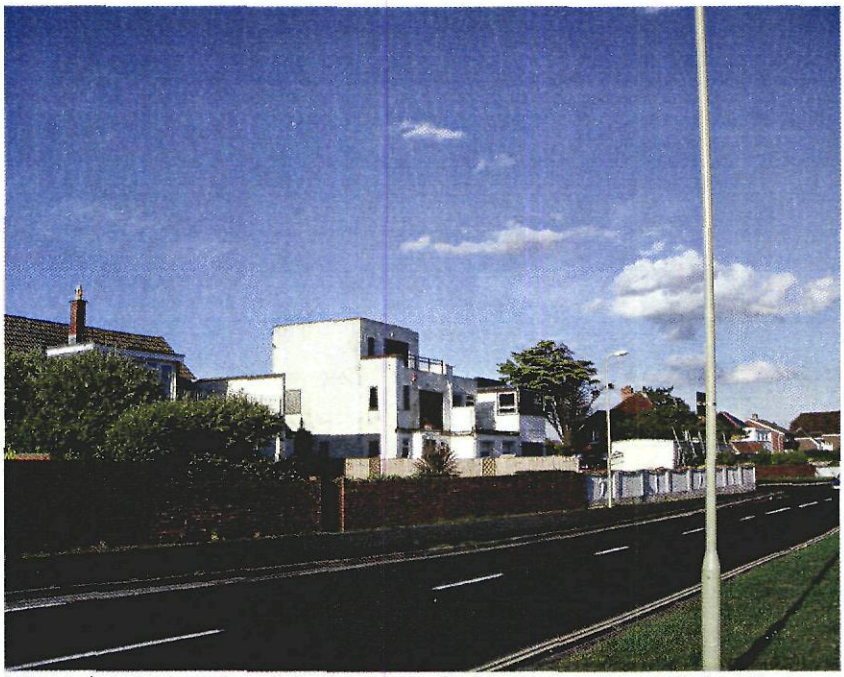
PHOTOGRAPHS OF THE SITE



The site from The Seafront (building now demolished)



The site from Web Lane (building now demolished)

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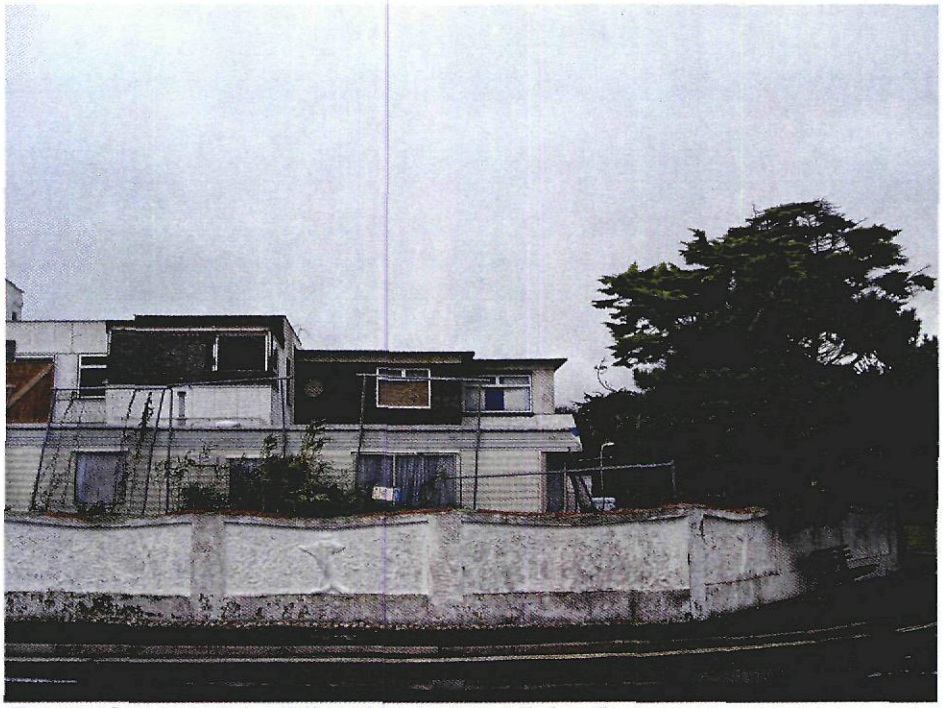

Front of existing building (now demolished)



Corner of Sea Front and Webb Lane

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Boundary between site and 48 Webb Lane



View from corner of Webb Close (building now demolished)

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View from Sea Front showing boundary with 3 Manor Way (building now demolished)

1.0 DESCRIPTION OF SITE - CONTEXT

1.1 The site is located on the corner of Webb Lane and The Sea Front, Hayling Island.

1.2 The site area is 0.12ha. (1200 sq.m.)

1.3 The immediate area is predominantly residential. The surrounding properties are 1 and 2 storeys residential to the north with 2 storey dwellings to the east and west.

1.4 This area of Hayling was developed in 1930's. The dwellings being a mixture of detached and semi detached 2 storey villas with long gardens.

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In the past 30 years infill development has occurred, building on some gardens with bungalows.

1.5 In the past 20 years, some sites along the sea front have been redeveloped. The new dwellings are blocks of 3 storeys flats with view south over the Solent.

1.6 The existing site is currently unoccupied having previously been used as a residential hotel with owner accommodation. The building was demolished approximately 18 months ago.

The site shares boundaries with the following properties:

Rear boundary with 48 Webb Lane
Side boundary with 3 Manor Way.

2.0 THE CLIENTS REQUIREMENTS

2.1 A planning application as a variation of consent 08/60025/011.

It seeks to modify the 2nd floor layout and to create 2 no 2 bedroom flats in place of the large 3 bedroom flat as currently consented.
This will create a total of 10 residential flats as follows:

5 No. 1 Bedroom Flats
3 No. 2 Bedroom Flats
2 No. 3 Bedroom Flats

3.0 THE DESIGN SOLUTION.

The form of the building is similar to that approved previously (Ref: 08/60025/011), the changes to the scheme are as follows:

- Modifications to the south elevation (see section below) including variation to materials of balustrade
- Bicycle store roof modified.
- Additional Velux window to north elevation

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South Elevation (Previous application Reference: 08/60025/011)



Proposed South Elevation

Revisions to south elevation are as follows:

- Gable pitch reduced from 45° to 40°
- Amount of glazing to gable revised
- Stone balusters replaced with glass
- Flat roofs over 2nd floor balconies removed.
- Pitched roof to bicycle store revised to flat roof.

4.0 Open Space

Private space is provided at the front of the ground floor flats and in the form of balconies at first and second floor levels.

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5.0 CAR AND BICYCLE PARKING

5.1 Car Parking

Car parking is located off the access road at the rear. Additional parking is located directly off Webb Lane.

Hampshire County Council parking standards as adopted by Havant Borough Council require:

- 1 space per 1 bedroom unit
- 2 spaces per 2 – 3 bedroom unit

The proposed scheme has 5 x1 Bed Units & 5 x 2 -3 Bed Units, therefore the car parking spaces required under these standards are 15 in total.

The Scheme provides 1 single garage, car port parking for 5 cars (including 1 disabled parking space) & 10 standard parking spaces. (Total of 16 parking spaces)

5.2 Bicycle Parking

1 area of lockable bicycle storage is provided. This is located within a permanent structure at the front of the site. This will provide secure storage for 7 bicycles. Additional casual parking for 4 visitor's bicycles is also provided.

6.0 REFUSE STORAGE

A ventilated area for refuse storage bins is located by the side drive. This will enable residents to place rubbish and recyclables in appropriate containers at all times of the day without disruption to other residents. The access door to the store is within 6m from the public highway.

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7.0 BOUNDARY TREATMENT

Boundary treatment to the rear and side of the site is by 1.8m high close-boarded fences stained brown.
A new wall is provided along the boundary with 48 Webb Lane.

8.0 LANDSCAPING

The drive and car parking spaces will be surfaced in black tarmac with car parking spaces identified with brick pavers.

The areas indicated will be planted with mixed shrub and tree planting.

9.0 TRANSPORTATION STATEMENT

9.1 The existing transportation environment

The site is near bus routes with services to Havant town centre.

The topographical environment of Hayling Island is benign for cyclists.

9.2 The proposals

The application provides 10 flats (5 x 1 bed, 3 x 2 bed & 2 x 3 bed)

The transport provision is to provide a total of 1 garage, 5 spaces within a car port, (Including 1 disabled space) & 10 resident car spaces.

This site is well positioned to encourage alternative transport modes and consequently reduce reliance on car travel. Walking, cycling and bus travel are all valid alternatives.

The drive will be surfaced in black tarmac. The car parking spaces will be identified with brick pavers and the car parking areas surfaced with a porous material to avoid excessive rain water run off to the drainage system.

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10.00 ACCESS STATEMENT

10.1 Policy

The intention is to create an environment that is inclusive and non discriminatory for persons with disabilities.

10.2 Public Highways and footpaths.

Access to the site should be safe. The use of tactile paving either side of the new access road will alert users to a hazard. The route from public to private realm will be clearly signposted and well lit.

10.3 Access on the site.

There will be a tarmac footway from the back edge of the public footpath to the front door. Part of this will be under cover and well lit. The location of car spaces will be clearly defined and well lit. A path of contrasting colour/texture will lead from the car spaces to the front entrance door. There will be clearly signed open spaces and parking. The gradients throughout the site are gentle.

10.4 Access into the building

The front door will be easily opened with pull handles at appropriate heights. The width of the door will be 926mm. The access ramp to the front door will be less than 1:15. A front entrance security system will be located at an appropriate height.

10.5 Access within the building

Access corridors will be a minimum of 1200mm to allow easy access. The staircase to upper floors will be a Part M ambulant stair. Lighting and signage will be clear and well defined. Entrance doors to flats will be 926mm wide.

GRAHAM ASH ARCHITECTS/03.034/22 July 2010