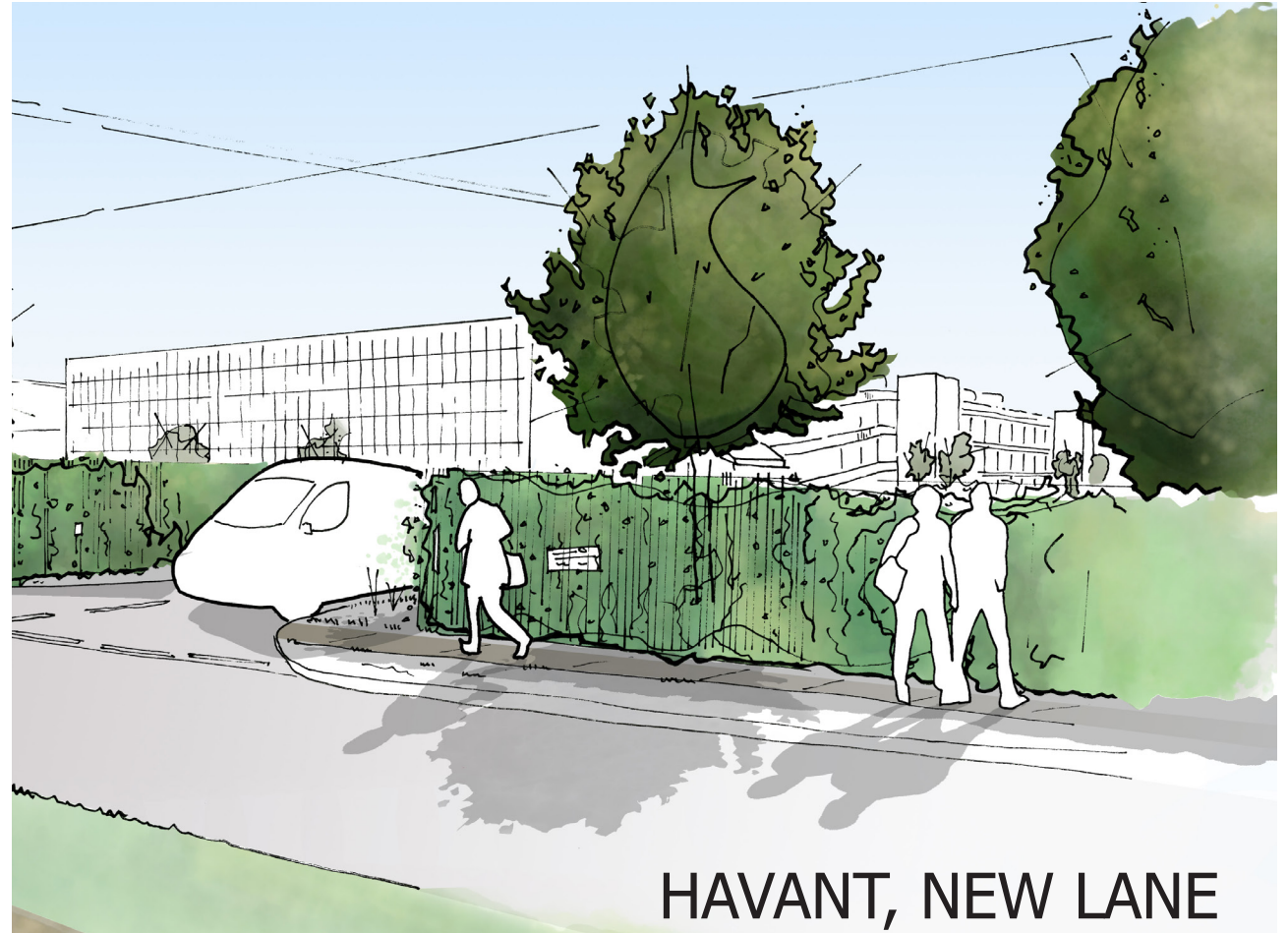
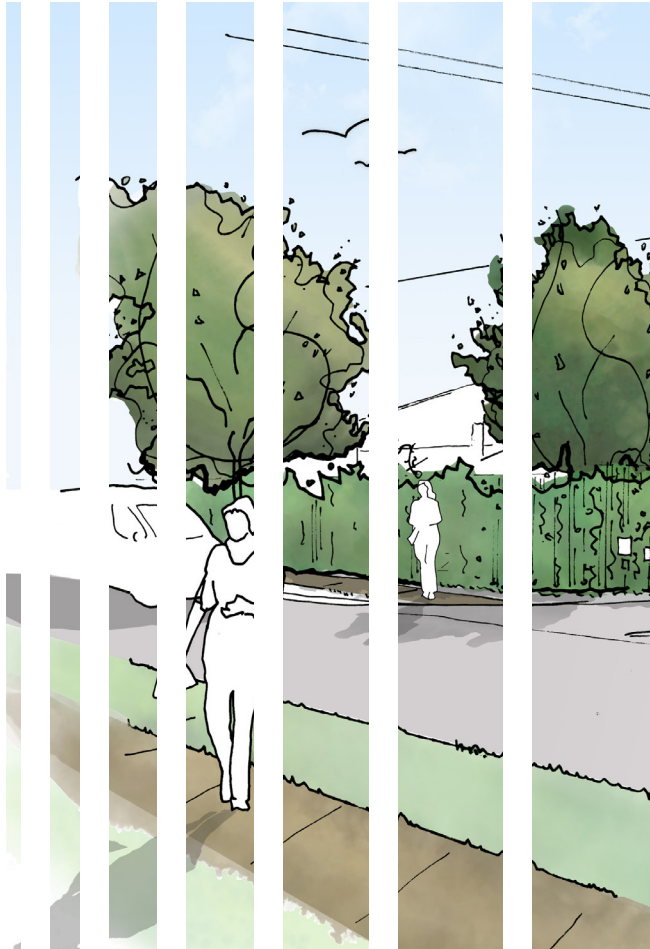




HAVANT, NEW LANE DESIGN & ACCESS STATEMENT

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Introductory Statement

This Design and Access Statement has been prepared by SMR Architects with contributions from all members of the professional team to accompany a full planning application for the development of land within New Lane's Industrial Estate in Havant.

It sets out the design and development aspirations for the site, putting forward a development framework and design principles to illustrate how this has guided and informed the final submission.

The statement contains a summary of the site context, analysis of the surrounding areas and an explanation of the design evolution. The statement explores how the physical characteristics of the scheme have been informed by the design process and explains the steps taken in the process, culminating in the eventual design solution.

The statement is submitted in accordance with the Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2015 and MHCLG Guidance on information requirements and validation.

Planning Statement

For an assessment of the proposals against relevant planning policy at national and local level, please see the accompanying Planning Statement by Luken Beck.

HAVANT, NEW LANE

1.0 Development Summary

Site Introduction

The proposed development site is situated within the New Lane Industrial Estate. The site is currently occupied by Pfizer as a specialist cold store pharmaceutical storage and distribution facility with ancillary offices. The site is located in the town of Havant, in the south east corner of Hampshire, England.

The site is surrounded by several other operators within the industrial estate, together with a mixture of community uses and local businesses, and is located 0.6 miles to the north east of Havant Train Station, within close proximity to the town centre.

The proposal aims to meet the requirements of the core strategy, policy CS2, for the area prioritising “the use of previously developed land for the provision of new employment floor space” and developing the site as a ‘last mile’ distribution facility within the wider industrial estate, providing a brand-new facility and use, reflecting the context of the area.

The Proposal

The proposal is to apply for a full planning application for the erection of a single Use Class B8 building, with a total GIA of 14017m² and standing at 15.946m high with a canopy to the northern elevation of the building, and a 15.7m high, three storey van storage deck to the southern elevation.

The proposal comprises the development of associated car parking, van storage at grade and via a multi-storey deck, delivery unloading yard, cycle parking, pedestrian access arrangements, guard hut, guard cabin and welfare facilities, formation of 1 no. junction from New Lane along the western boundary. Included is the enhancement of existing and addition of new landscaping, other minor works and infrastructure works.

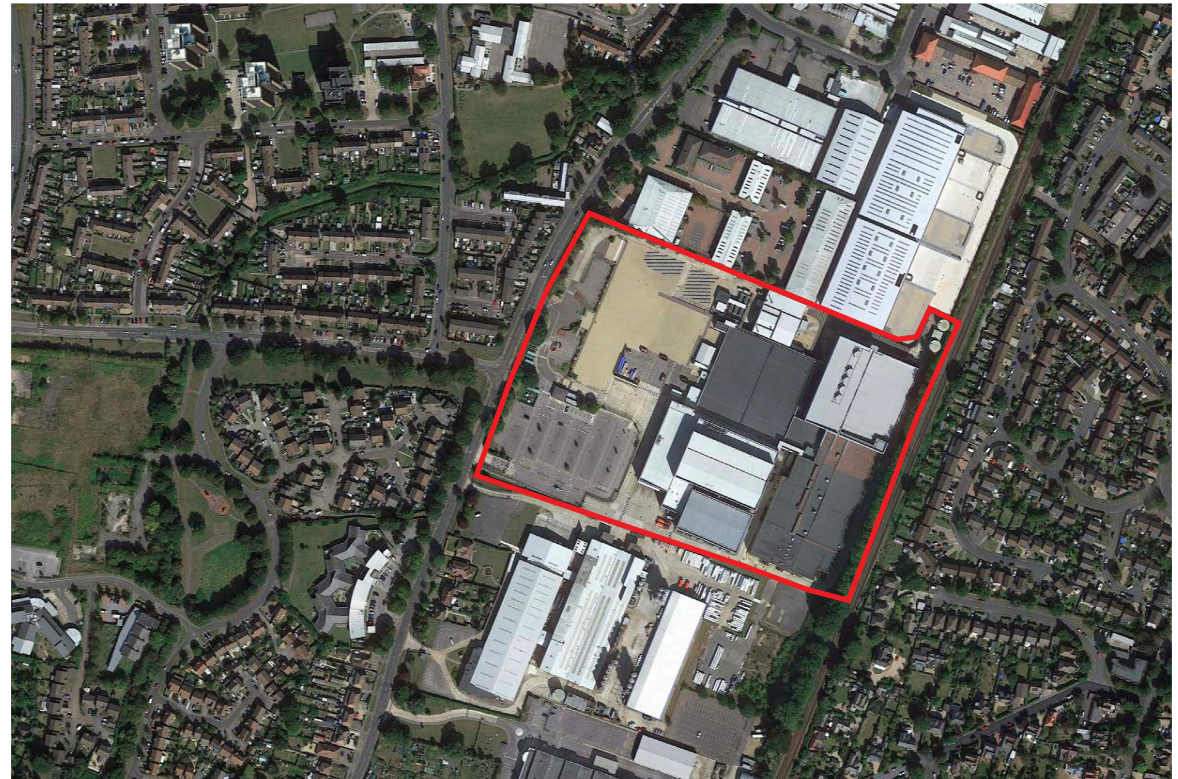
The proposal's facilities ensure this development fulfils all necessary criteria in creating a viable distribution centre for the end user. Proposed car parking and van storage areas aim to meet the end users' operational requirements.

The scheme proposals work with existing green infrastructure and TPOs across the site to maintain existing green spaces, as well as providing additional planting to enhance this important facility.

The Vision

The proposal aims to be an intrinsic part of the diverse operations offered by local businesses within the area, encouraging the growth and stability of the long-standing industrial estate and its services, whilst stimulating positive economic change for the region.

The development will promote employment across the development's lifetime, a key requirement for the area, with the completed development forming part of a regional and national network of warehousing and distribution units currently being developed and operated by the end user.



Built Development Boundary

Fig. 1: Site Overview

HAVANT, NEW LANE

2.0 Appraising the Overall Site Context

Location

The proposed site is approximately 6.65 hectares and bounded by New Lane to the west and the Portsmouth to London railway line to the east. The site is situated amongst an extensive array of industrial operators to the northern and southern boundaries and is situated 0.7 miles from the town centre of Havant, a two-minute drive via the existing road system.

A 1-minute drive from the B2149, the site benefits from major connections to the national road network, and feeds into the A27 to the south that serves the wider community and neighbouring cities ideal for a development of this nature.

The site takes full advantage of existing public transport routes, benefiting from an 8-minute bus journey from the town centre with a local bus stop situated on the neighbouring street, St Albans Road, a two-minute walk away.

Physical: Context & Boundaries

The site provides a central re-development/ repurposing of an existing industrial use within the New Lane Industrial Estate.

The site currently houses Pfizer's specialist storage and distribution facility with an assortment of buildings, vehicle storage uses, site amenities, material and equipment stores and ground level solar panels.

The site currently makes use of two existing access junctions feeding off New Lane, with a further junction proposed to the north west to facilitate the dispersing of traffic into and out of the site. The site is bounded by an existing fence line with the northern boundary further defined by a tree line that wraps round to the western boundary containing several TPOs that stretch across the western boundary that is also characterised by dense hedgerows and a low-level brick wall that separates the site's demise from the existing pedestrian pathways to New Lane.

The southern boundary is also defined by several small trees alongside hedgerows. The eastern boundary is home to a mixture of embankments, dense vegetation and a continuous tree line of poplar trees emerging from a Leylandii hedge. The tree line works as a buffer between the site and the existing railway tracks to the east which sits at a higher level.

The site will be cleared to enhance the development with the use of this existing, retained vegetation to the perimeter and to use the existing planting to develop the green frontage. The scheme also introduces landscaping within the site to further enhance the site's characteristics.

The proposal aims to deliver a consistent boundary treatment to promote a safe working environment for all site operatives, with varying treatments of paladin fencing and timber acoustic fencing.

A variety of surface finishes will give context to all areas of the site, clearly identifying the dedicated yard area, pedestrianised access routes and parking areas.

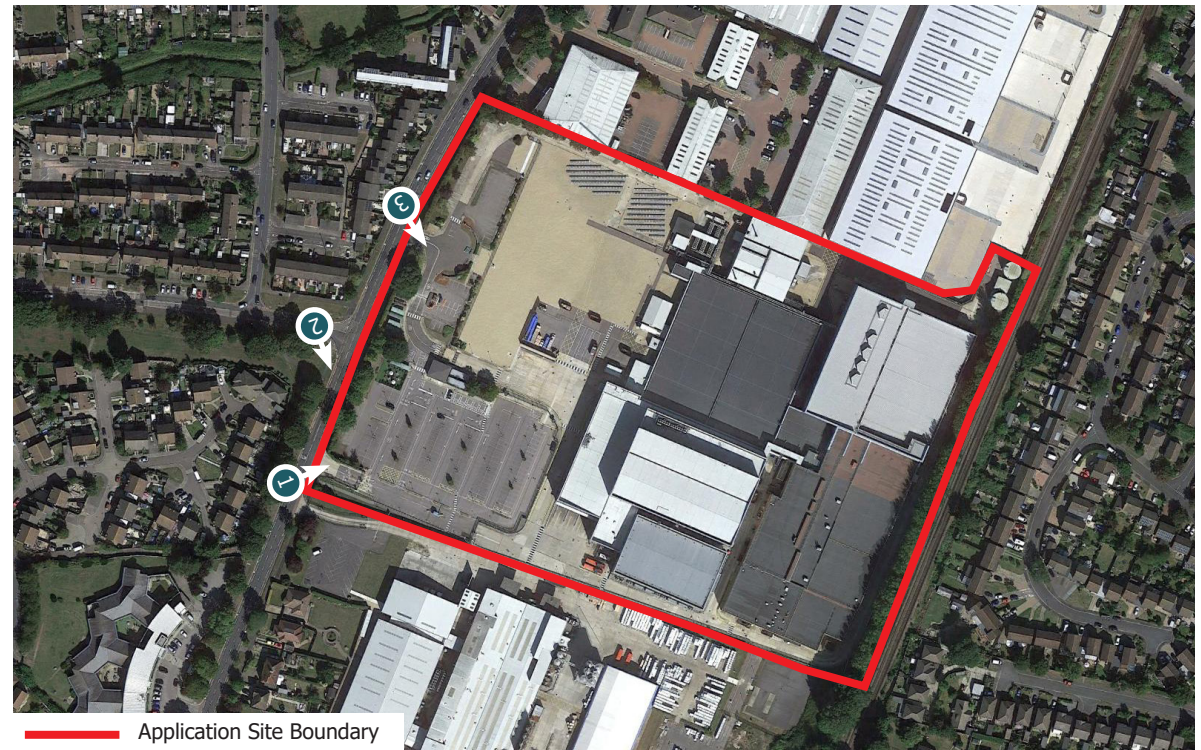


Fig. 2: Site Location Aerial



No.1 - View looking north east to the existing most southern access junction.



No.2 - View looking south to the western boundary and the existing low level brick wall.



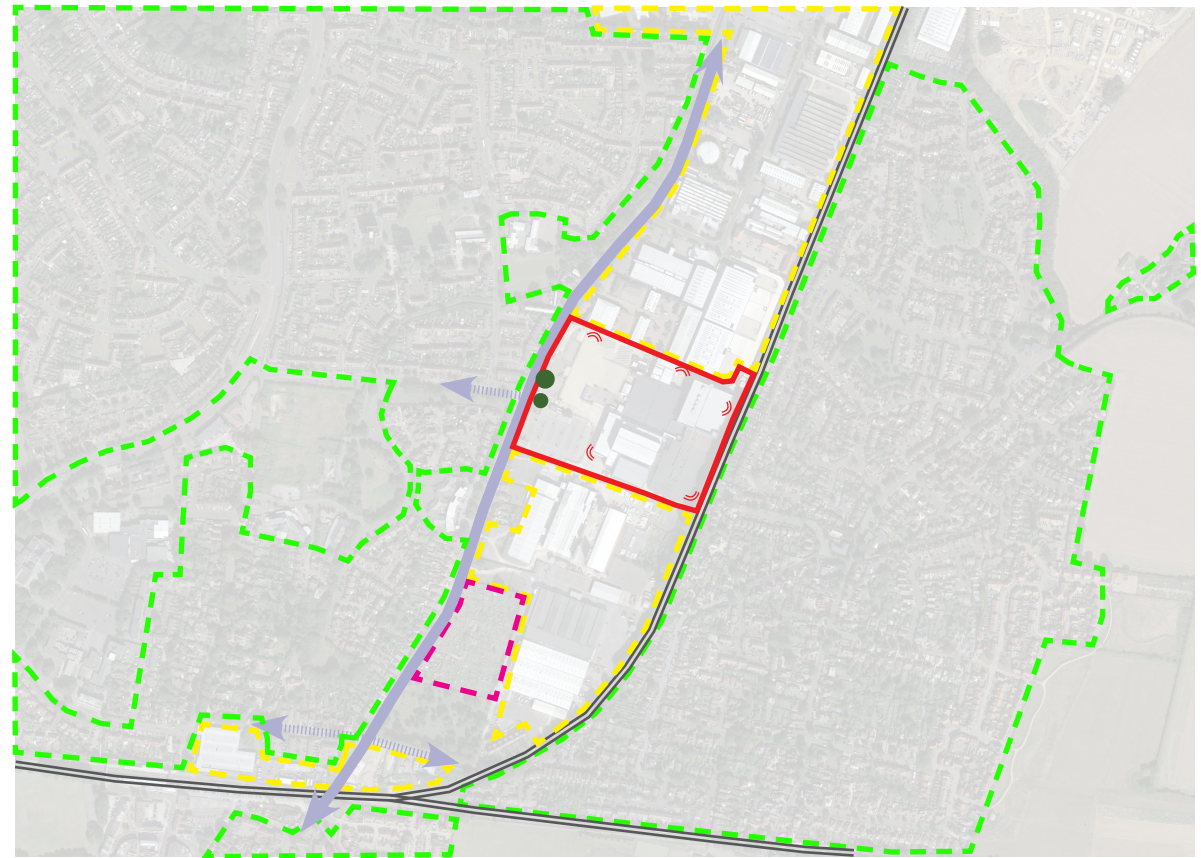
No.3 - View looking east into the Pfizer site.

HAVANT, NEW LANE

2.0 Appraising the Overall Site Context

Constraints

-  THE SITE WILL SHARE THE SAME ACCESS ROAD WITH OTHER OPERATORS OF THE INDUSTRIAL ESTATE AND WITH THE LOCAL COMMUNITY
-  THE SITE AND INDUSTRIAL ESTATE IS BOUNDED BY RESIDENTIAL PROPERTIES TO THE EAST, SOUTH AND WEST
-  SEVERAL TPO'S ARE ON THE SITE ALONG THE WESTERN BOUNDARY
-  NEARBY RAILWAY TRACKS ADJACENT TO THE EASTERN BOUNDARY
-  THE EXISTING BUILDINGS ON THE SITE, WITH THE TALLEST STANDING AT CIRCA 22M, GENERATE ACOUSTIC HOT SPOTS TO NEIGHBOURING SITES INCLUDING RESIDENTIAL



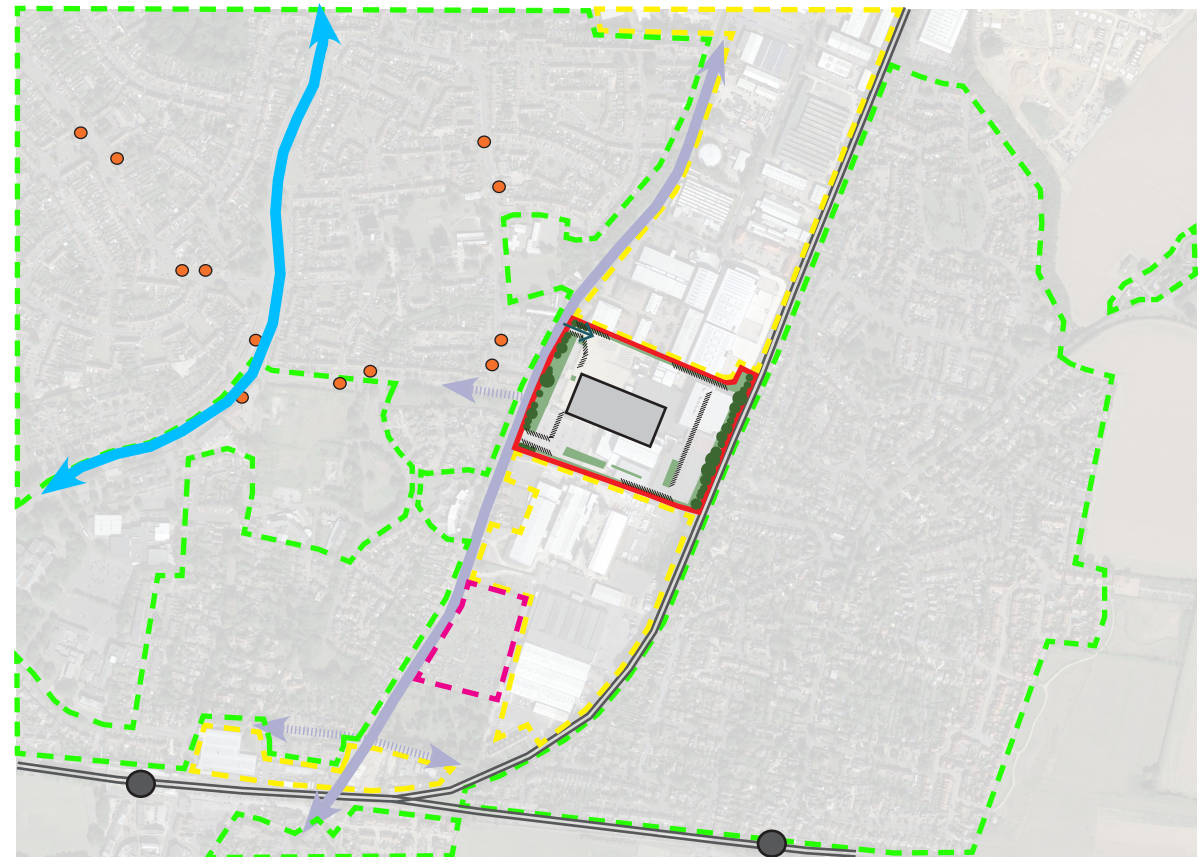
-  Built Development Boundary
-  Residential properties
-  Industrial Uses
-  Community Uses

Fig. 3: Site Constraints Diagram

HAVANT, NEW LANE

Opportunities

-  GOOD VEHICULAR ACCESS VIA NEW LANE WITH 2 EXISTING ACCESS JUNCTIONS
-  GOOD VEHICULAR ACCESS VIA B2149 THAT PROVIDES CONNECTIONS TO THE A27 SERVING THE TOWN AND CONNECTING TO THE WIDER COUNTRY
-  WITHIN CLOSE PROXIMITY TO WARBLINGTON TRAIN STATION TO THE SOUTH EAST AND HAVANT TRAIN STATION TO THE SOUTH WEST
-  LARGE SITE SUSTAINING SIGNIFICANT EMPLOYMENT
-  FLANKED BY INDUSTRIAL UNITS SHOWS PROMISE TO THRIVE IN A DIVERSE LOCALITY WHERE THERE ARE ALSO COMMUNITY USES, EDUCATIONAL ESTABLISHMENTS, LOCAL BUSINESSES AND A VARIETY OF OTHER OPERATORS
-  FORMING OF A NEW ACCESS JUNCTION TO THE NORTH TO FURTHER AID THE DISPERSEMENT OF TRAFFIC INTO AND OUT OF THE SITE
-  INSTALLATION OF ACOUSTIC FENCES WILL WORK TO MITIGATE ACOUSTIC HOT SPOTS
-  EXISTING TREES AND HEDGES BEING RETAINED WILL WORK AS AN ACOUSTIC AND VISUAL BUFFER. THE TREE LINE GIVES CONSIDERATION FOR VIEWS FROM HIGHWAYS AND THE RESIDENTIAL ESTATES TO THE EAST. ENHANCEMENT OF THESE WILL MAKE THE DEVELOPMENT POSITIVE FOR EXISTING WILDLIFE.
-  EXISTING EMBANKMENTS TO THE EASTERN BOUNDARY SET OUR FFL LOWER THAN THAT OF THE ADJACENT RAILWAY AND RESIDENTIAL ESTATES ALLOWING THE PROPOSED BUILDING LINE AND HEIGHTS TO MINIMISE VISUAL IMPACT UPON THE EXISTING SITES
-  PROPOSED LANDSCAPING WILL STRENGTHEN THE EXISTING BOUNDARY VEGETATION AND CREATE A GREEN FRONTAGE BETWEEN THE MAIN ROAD AND THE PROPOSED STAFF CAR PARK AND MIRROR THE EXISTING GRASS VERGE ALONG THE WESTERN BOUNDARY
-  CYCLE SHELTERS ARE LOCATED WITHIN CLOSE PROXIMITY TO THE BUILDING, PRODUCING 50 CYCLE SPACES FOR VISITORS AND STAFF, PROMOTING MORE SUSTAINABLE METHODS OF TRANSPORT TO THE SITE
-  BUS STOPS IN CLOSE PROXIMITY TO THE SITE



-  Built Development Boundary
-  Residential properties
-  Industrial Uses
-  Community Uses
-  Proposed Warehouse Building Footprint

Fig. 4: Site Opportunities Diagram

HAVANT, NEW LANE

3.0 Design Development

Layout

The new layout consolidates the built-form centrally within the site, with a significant height reduction achieved when compared to the existing premises.

The design also seeks to enhance the existing external spaces and their treatments and specifically designed to meet operational requirements. The proposal reflects the design of other large warehouse buildings in the immediate context.

A canopy abuts the northern elevation of the proposed warehouse unit, with a three storey van storage deck to the southern elevation.

The proposal retains existing trees and hedges across the site (apart from those to make way for the new access). The scheme introduces more soft landscaping to all boundaries and greatly enhances the western side of the site with landscaping wrapping around the proposed car park to the front of the development.

The landscaping proposals will provide a visual and acoustic buffer, give consideration to views from the highways and residential estates whilst also brightening the area, encouraging the growth and diversity of wildlife and promoting safe commuting and foraging corridors along the boundaries.

All access points feed off New Lane. The proposed most northern junction is to facilitate access and egress for vans accessing the north of the site. The new junction off New Lane will aid the movement of traffic across the site by maintaining a separation between larger vehicles, HGVs, and smaller vehicles, vans and cars.

The central junction serves the dedicated staff car park to the front of the development with pedestrian and cycle access being promoted from this access point.

The development proposes 50 cycle spaces across 4 cycle shelters located within the dedicated staff car park. The proximity will facilitate quick and safe access to the offices situated to the western end of the building and reinforce more sustainable methods of transport for both visitors and staff.

HGV vehicles will use Crossland Drive to access New Lane and the site.

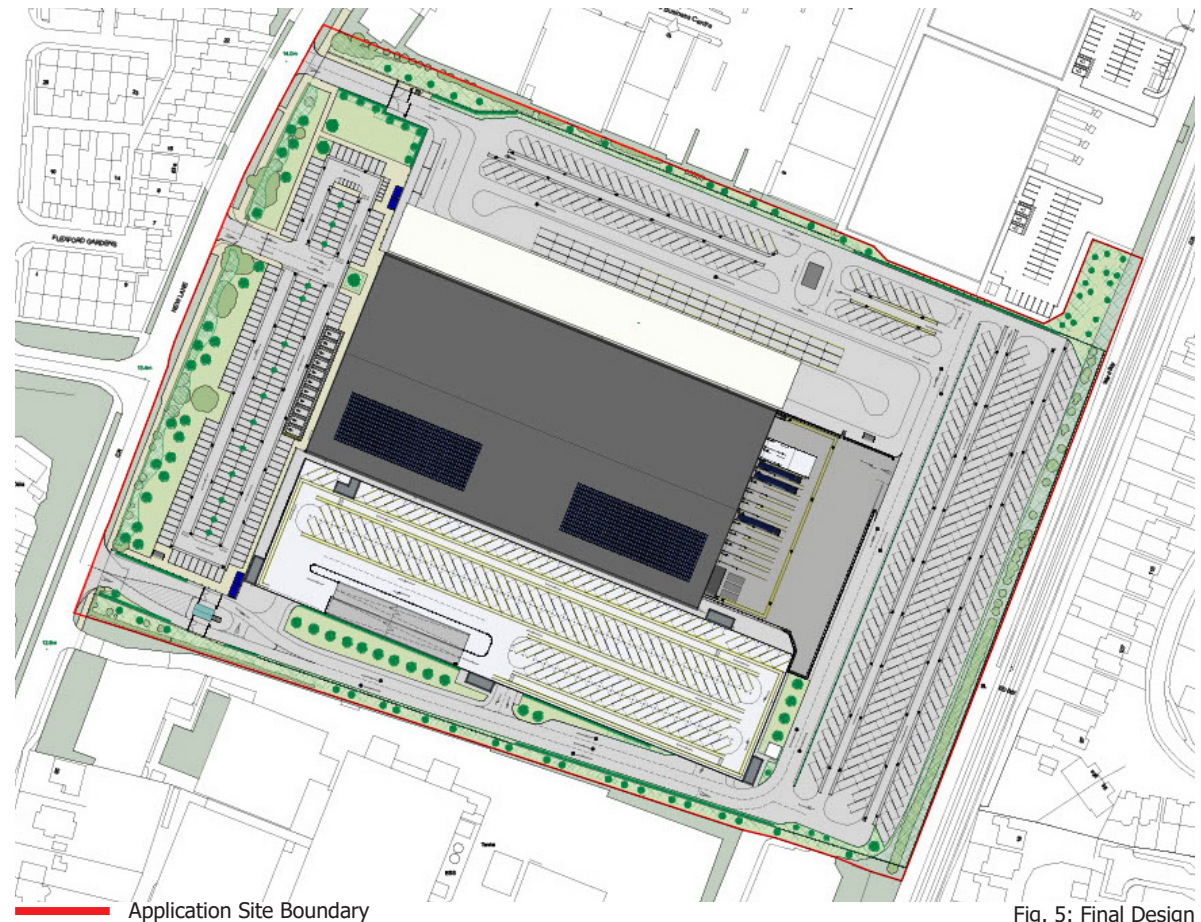


Fig. 5: Final Design

HAVANT, NEW LANE

Scale

The site's proposed building height stands at 15.946 metres high, with a canopy to the eastern elevation 5.40 metres high and multi-storey deck to the western elevation, standing at 15.7 metres high. At grade van storage is also proposed across the western extent of the site to maximise capacity.

All other structures across the site such as security huts and welfare facility cabins stand no taller than 2.8 metres. The scale of the building mirrors that of existing users within the area and provides the required space for a viable facility of such capacity.

3.0 Design Development

Use & Amount

The proposal seeks to use the site for a Use Class B8 storage and distribution facility with associated site facilities for van storage and HGV deliveries via an unloading yard.

The total GIA for the building (including ancillary building structures) is 14049m².

GROUND FLOOR	11,488m ²
FIRST FLOOR	2,529m ²
PLANT FLOOR	1226m ²
GUARD CABIN	30m ²
SECURITY HUT	2m ²

The amount of floor space proposed is a direct response to the end user requirements and the market demand.

The footprint of the new van storage deck will be 9170 sq. m with a total height of 15.7m, alongside the proposed 15.946m high building. The at grade storage and van storage deck will generate space for 866 vans to be stored, when at full capacity.

4.0 Design Principles

Building Form

The building form is driven by the size and scale of the warehouse and distribution requirements of the end user. The rectangular form permits the maximum use of the full warehouse floor for operational requirements such as unloading and sorting.

The building proposes a main entrance, to the west, with a lobby away from site and warehouse operations and primary vertical circulation and WCs located along the edges of the building.

The offices benefit from being located along the western elevation, separating them from noisier processes such as deliveries in the service yard to the eastern elevation. The separation and compartmentation of the offices from other

warehouse processes allows the safe and segregated transit of staff and visitors into the office space from outside and reduces unnecessary crossing of the main warehouse and its operations.

The pitched roof provides more space above the mezzanine for plant areas and other maintenance requirements.

The building is provided with a canopy to the northern elevation, standing at 5.400m high. The canopy will aid in the uninterrupted operations of van loading in all weather conditions.



Fig. 6: 3D visualisation of proposed development from the north east

4.0 Design Principles

Elevational Treatment

The proposal provides a building to complement existing and foreseeable uses and the aesthetic of the area.

Due to the large scale of the development, the build employs cladding panels with the palette of colours and cladding arrangements of each elevation helping to unify the structure whilst breaking up the appearance of the new, large mass on site.

The palette of greys provides grading across the building, lightening the appearance. These materials will provide the durable finish required for this development whilst creating a variety of textures across the elevations for visual interest.

Extruded profiles around the main entrance will help identify the important access point to the building and the doors are coloured anthracite grey to aid the visual contrast for all users of the building.

Ribbon windows are located along the front and side elevations providing natural light for staff, creating an open and welcoming space.

The multi-storey van storage deck will integrate the palette of greys across the structure, using the same cladding as on the building to the stair cores, creating a visual link to the building and unifying the structures to produce a harmonious appearance.

The cladding types, whilst providing a clean and durable finish required for an industrial development, will also help to add interest to the structure.

Galvanised mesh protection barriers, wrapping around the parking deck, will provide a safe and secure facility for all operators and drivers utilising the multi-storey deck. The mesh will aid in screening the parked vehicles and further break up the overall new mass on the site.

Perforated cladding, taking on an irregular form, to the western elevation of the deck will provide visual interest and help in breaking up the mass of the van storage facility. The perforated cladding will also provide suitable ventilation for the structure and users whilst helping to screen the deck when at full capacity.

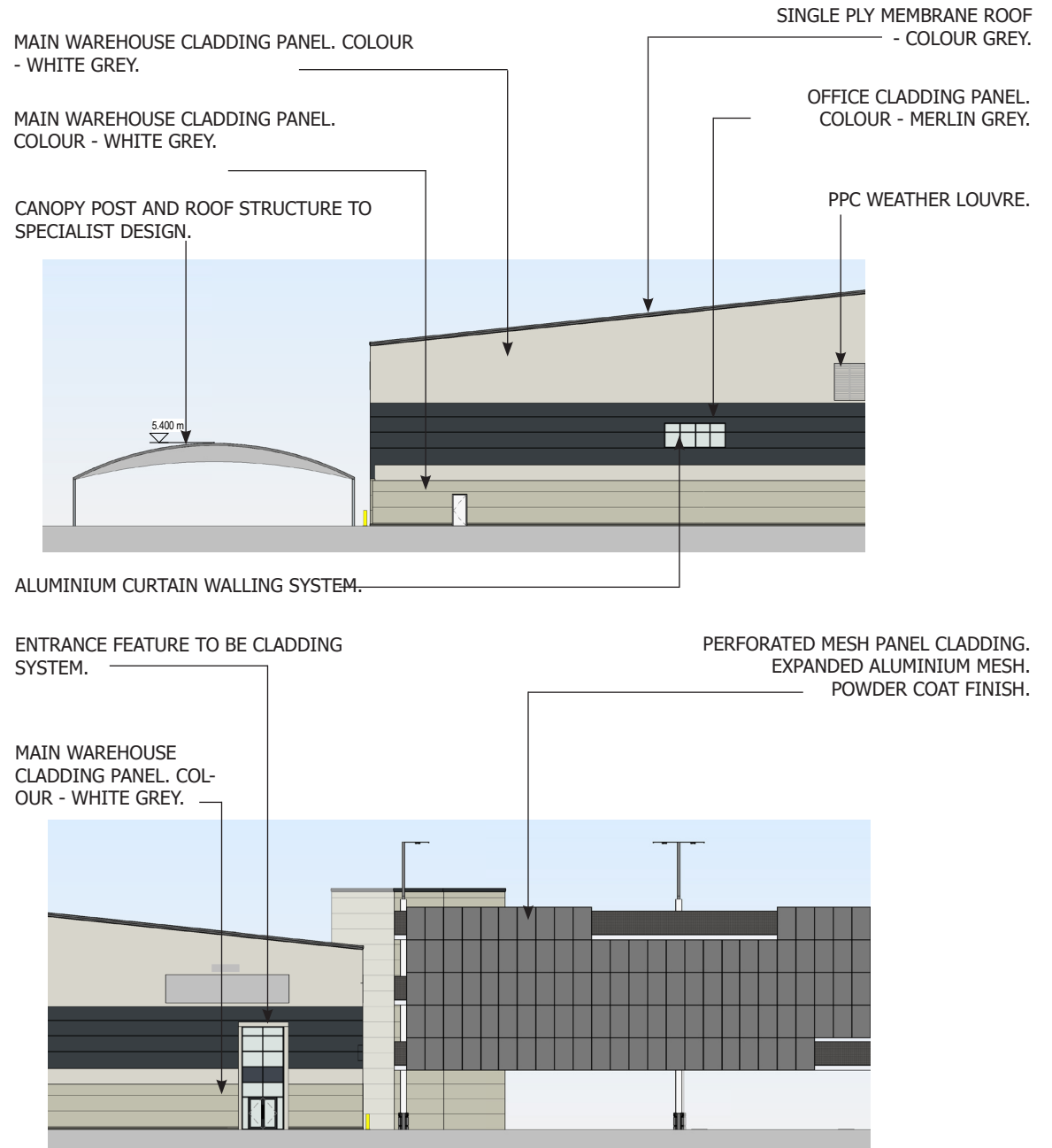


Fig. 7: Proposed elevations

HAVANT, NEW LANE

5.0 Movement and Access

Vehicular Access

All access to the site is via New Lane, which forms the site's western boundary. Crossland Drive, to the west, feeds into B2149 serving and connecting the town back to the A27 and other regions of Southern England.

The scheme proposes an independent staff car park to the western end of the site, close to the main entrance, offices and welfare located along the western elevation of the building.

The proposed parking will provide 197 standard car parking spaces, an additional 11 accessible spaces, 50 cycle spaces and 866 van storage spaces which reflects current requirements. A dedicated service yard to the east of the building facilitates safe and unobstructed manoeuvring and unloading for HGV vehicles entering at the most southern junction from New Lane.

The dedicated van storage area wraps around the site from the north round to the east to meet operational requirements, with the van storage deck situated to the south completing the van storage requirement. Please refer to the Transport Statement accompanying the planning submission documents.

Separation of Vehicles

The scheme separates the flow of vehicle movements responsibly across the 3 junctions.

The proposed layout creates cyclical flows within sections of, and across the full extent of, the site. This will work in tandem with potential operator led signage and traffic management to minimise crossovers, promoting a far safer flow of vehicles throughout the site.

The traffic flows promote efficiency with all vehicular access and movement working in line with the operational requirements of the end user.

The most northern access is purely for: drivers arriving by car to pick up a van for a shift, loaded vans leaving to dispatch parcels and returning vans after a shift. This access will aid in the operation of the van fleets to the north whilst providing access to the van storage to the east.

The central access junction is retained for staff and visitor cars, motorbikes and cyclists. The central access promotes the safe transit of staff and smaller vehicles away from larger operation vehicles that utilise the other 2 access points.

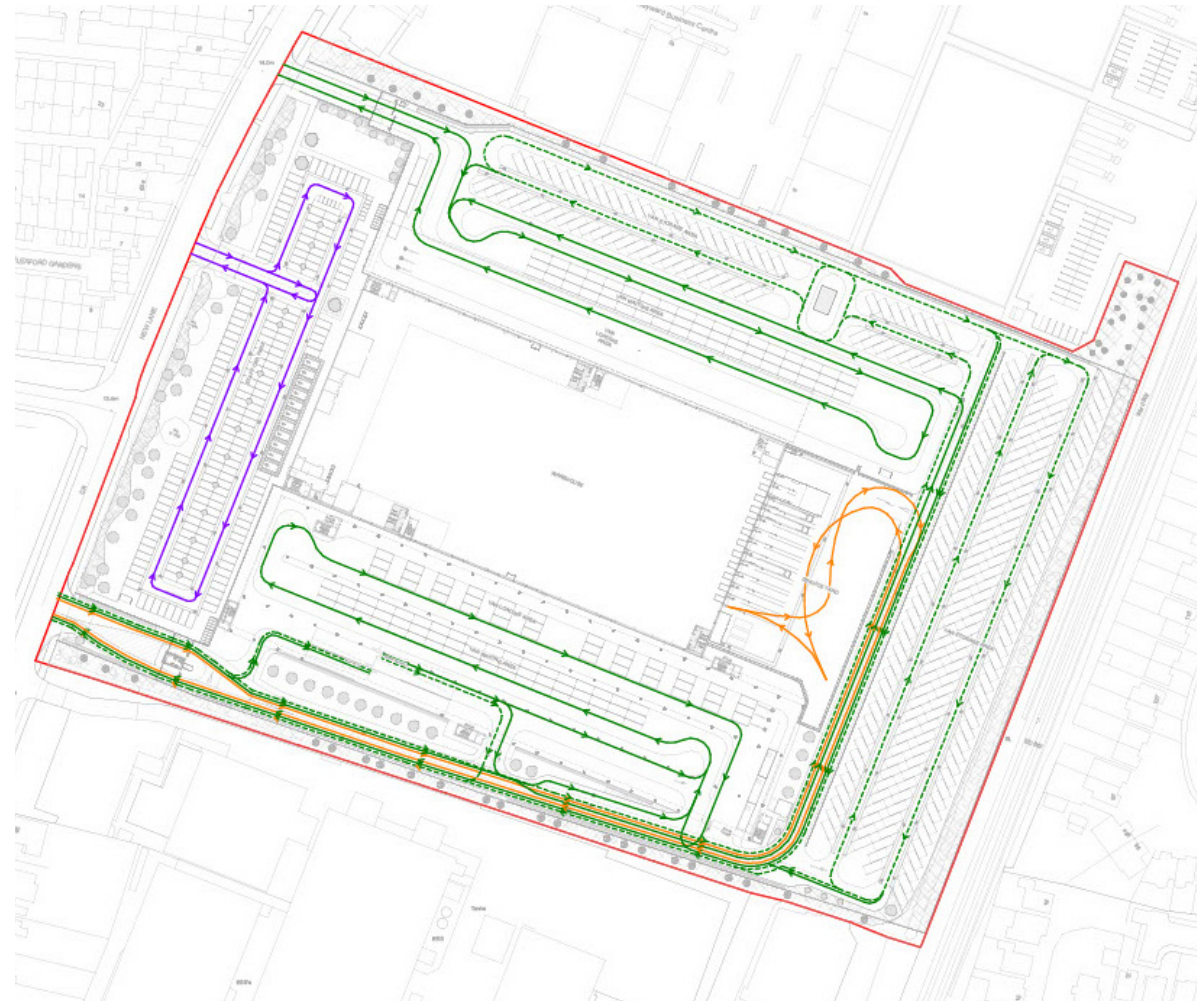


Fig. 8: Overall vehicular movement diagram

-  Proposed HGV Parking access/egress
-  Proposed Car Parking access/ egress
-  Proposed Van Loading access/ egress
-  Proposed Van Storage access/ egress

5.0 Movement and Access

The most southern access point, as that to the north, will facilitate vans and cars for operational requirements, with HGV vehicles also entering at this point. HGV vehicles will follow the southern boundary and move to a designated service yard area to the east. Vans needing to access the south of the site or access the van storage deck will also utilise this junction. Other cars entering the site to pick up a van for a shift will follow the same flow of traffic along the southern boundary and either access the deck or move to the rear of the site where further van storage is proposed.

The deck is accessed via a 'scissor' ramp arrangement to the southern elevation of the structure. Returning vans and cars can utilise the ramps to move vertically throughout the structure and then circulate the site or leave via the southern access junction.

Pedestrian and Cycle Access

Both pedestrian and cycle access has been made possible off New Lane, via the existing car park entry located centrally on the site. The first round of cycle parking is located to the northern extent of the dedicated staff car parking. A further 2 cycle shelters are located to the southern end of the dedicated staff parking area, promoting sustainable and safe methods of transport to work for all employees and for those who use the van storage facilities.

50 cycle storage spaces are provided across the development. The development proposal promotes all forms of public transport to the site and will encourage employees and neighbouring sites to utilise existing infrastructure such as footpaths and cycleways.

The scheme locates 11 accessible car parking spaces along the building frontage and within close proximity to the office and circulation space, minimising requirements to cross any roads to access the building and associated offices.

6.0 Security

The development promotes a secure site with a continuous perimeter fence line and gated access to define its extent and manage traffic flow. The addition of a manned security guard hut and guard cabin facility provides a 24-hour site presence and service.

Full lighting to the site and building will enable safe transit and manoeuvring for vehicles and eliminate blind spots. Consistent lighting will aid the use of existing and proposed infrastructure in and around the site, providing safe access for pedestrians, cyclists and all site operations throughout the hours of darkness.

The lighting scheme is being designed to provide a safe working environment and, together with relevant signage across the site, will promote the safe transit for all, across the development.

7.0 Conclusion

This proposal demonstrates a positive promotion of the growth of business and employment within the Industrial estate along New Lane, and will bring a range of new employment opportunities through the redevelopment of a key site.

The development will provide new connections within the community and it's location will strategically aid the regional connections the end user operator requires, based on local demand and their growth within the area. The developed site will meet requirements for generating local employment and investing back into the local business communities.

The development will add to the local diversity of businesses and facilities offered by the local area and provide much needed redevelopment of the existing site as the current occupier moves on. The scheme does so, whilst still reducing the existing built footprint and giving back green space to promote further landscaping and the growth of wildlife diversity in the area, particularly to the New Lane boundary.

This Design and Access Statement covers the development aspirations for the site, exploring site location, constraints and opportunities and looking at how site-specific elements have driven the design, the scale of the development, and the layout and physical characteristics of the scheme. It shows how the final design adapts the end users design principles whilst responding positively to the site constraints and the opportunities the wider site brings.

The scheme aims to deliver a strong architectural form, driven by a form follows function philosophy, whilst responding to the local area to deliver new employment opportunities to Havant.