



31383 LAND AT BROCKHAMPTON WEST, HARTS FARM WAY, HAVANT

OUTLINE PLANNING APPLICATION

DESIGN AND ACCESS STATEMENT

FEBRUARY 2021

PREPARED FOR

CLOWES DEVELOPMENTS (UK) LTD.

BY

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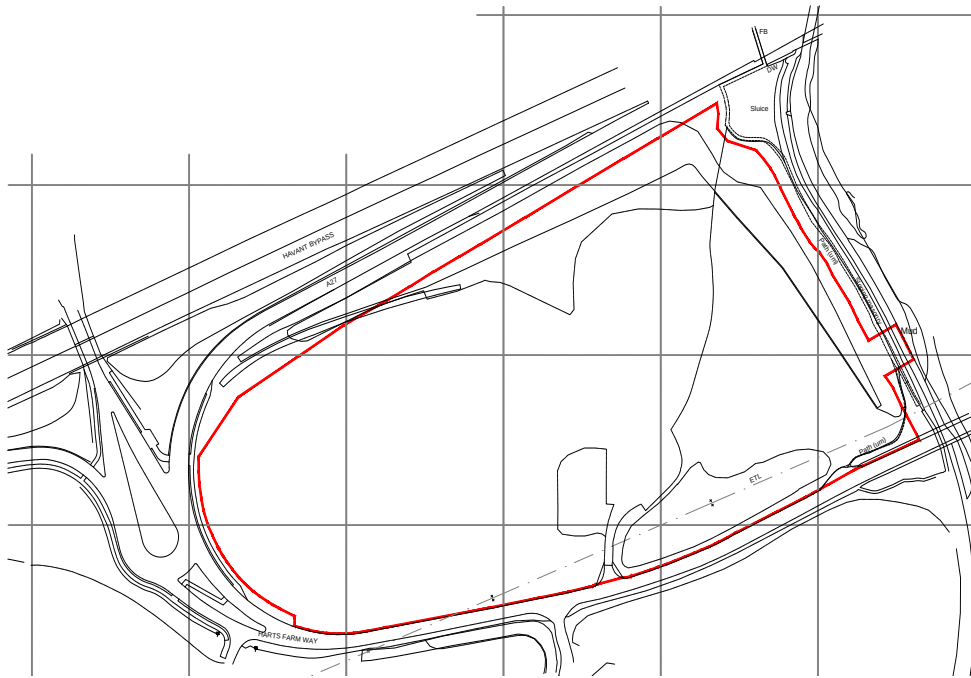
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1.0 THE DESIGN TEAM

The Design Team comprises the following:

Client	Clowes Developments (UK) Ltd
Architect	Michael Sparks Associates
Planning Consultant	Michael Sparks Associates
Transport Consultant	Vectos
Flood Risk and Drainage Consultant	T.R. Collier & Associates
Ecology Consultant	Applied Ecology Ltd
Landscape Architect & Arboricultural Assessor	Pegasus Group / Barton Hyett
Ground & Contamination Consultant	Delta Simons
Air Quality Consultant	Delta Simons
Sustainability Consultant	Watkins Payne Partnership
Utilities and Services	Watkins Payne Partnership
Heritage Consultant	RPS





Site Location Plan

2.0 INTRODUCTION

2.1 PURPOSE OF STATEMENT

This design and access statement has been prepared on behalf of Clowes Developments (UK) Ltd. to accompany the Outline Planning Application for the proposed development of employment land at Brockhampton West, Harts Farm Way, Havant. This is an outline application with all matters reserved, except for the principle means of access to the site. The site has been allocated for employment use within the adopted development plan.

2.2 DOCUMENT OVERVIEW

This document describes the proposals and principles leading to design decisions for the site. It furthermore sets down the parameters that future Reserved Matters applications can refer to in formulating the detailed design by including illustrative material for the Council's consideration. Indicative layouts have been produced in order to show how different options can be accommodated within the parameters being applied for.

2.3 REPORTS FOR PLANNING

The following documents and reports support this application:-

- Transport Assessment and Travel Plan
- Drainage Strategy and Flood Risk Assessment
- Contaminated Land Investigation Report
- Ecological Assessment
- Planning Statement
- Tree Survey and Arboricultural Implications Appraisal
- Air Quality Assessment
- Energy Strategy
- Landscape and Visual Impact Assessment
- Heritage Statement

Each report illustrates that the proposed development will concur with local policy outlined by Havant Borough Council. Detailed analysis of policies that support this application can be reviewed within the planning statement.

When Reserved Matters applications are made, detailed proposals regarding landscaping, layout and elevational treatment will be submitted.

2.4 DEVELOPMENT ASPIRATIONS

This development represents a unique opportunity to create a high quality development to suit the needs of new and existing businesses that want to locate within the area. This will be achieved by creating new premises where supply is limited in the area.

The eventual development will transform the site into a well designed, landscaped and contemporary facility using bespoke designs to meet the specific needs of the occupier.

Current discussions with potential occupiers and agents illustrate that the site is viewed as strategically important, which corresponds with the council's aspirations for the area.

2.5 SUMMARY OF KEY PROPOSALS

This application seeks to develop a 8.36 Ha (20.65 acre) landfill site with buildings within prescribed parameters, up to a maximum external height of 18.5m and up to a total of 29,000sqm GIA within use classes E (Light Industrial), B2 & B8 with ancillary office space, car parking, service yards, and landscaping.

The planning application is in outline and this report describes a design code for future Reserved Matters applications, including building design layout, scale and landscaping.

2.6 APPLICATION DETAILS

Proposal details for the outline planning application are provided by the following:-

- **Development Parameters Plan** : this defines the development parameters in terms of the location and the maximum height of the proposed buildings. This Development Parameters Plan has been prepared to provide clarity regarding the proposed scheme. Drawing no. 31383-PL-201
- **3 Layout Options**: conforming to the parameters of the Development Parameters Plan and illustrated in this Design and Access Statement. Drawing nos. 31383-PL-202, 203 & 204

2.7 APPLICATION COMPLIANCE

This document has been prepared in accordance with the Town & Country Planning (General Development Procedure) (amended) (England) Order 2018 and subsequent guidance contained within the Planning Practice Guidance (PPG).

In accordance with the guidance, this Design and Access Statement clearly defines the design principles and concepts, as well as explaining how issues relating to access to the development have been addressed.



3.0 REPORT CONTENT AND STRUCTURE

3.1 REPORT CONTENT

The content and structure of this Statement has been informed by CABE advice 'Design and Access Statements: How to Write, Read and Use Them' (CABE 2006) and paragraphs 29-33 of PPG, 'Making an Application'. Together these provide advice on what a Design and Access Statement should include. In essence, there is a need to:

- i) provide a review of the site's immediate and wider context in terms of its physical, social and economic characteristics and relevant planning policy and guidance;
- ii) provide a rationale for the scheme's design based on (i);
- iii) explain and illustrate the design principles in terms of the development's amount, layout, scale, landscape and visual appearance;
- iv) explain how future users of the site will be able to access the development from the existing transport network and why the main access points to the site and the layout of access routes have been chosen; and,
- v) explain how the development will meet the local authority's planning and urban design objectives.

3.2 REPORT STRUCTURE

This Statement is structured as follows:-

- **Section 4 'Site Context'** : provides a review of the existing physical, social and economic characteristics of the site and its surroundings in terms of history, land use and public transport accessibility. Provides a brief review of relevant design related policies and guidance.
- **Section 5 'Analysis'** : provides an analysis of the form, character and visual role of the proposal site together with analysis of the constraints and opportunities for the site's redevelopment. It also sets out the design principles to be used for the site.
- **Section 6 'The Proposal'** : describes the proposal and its evolution. This section outlines the approach taken in terms of use, amount, scale, layout, landscaping, appearance and access. As the application is for outline permission and in light of the site constraints, the parameters we will be exploring will include amount, proximity of buildings to the boundary and height.

4.0 SITE CONTEXT

4.1 STRATEGIC CONTEXT

The development site on Harts Farm Way is strategically located in close proximity to the A27 & A3(M), providing connections to the south west, the north, and Guildford.

4.2 LOCATION

The land at Brockhampton West is situated just south of the A27, 5 miles south of Bedhampton and 2 miles south west of Havant.

4.3 SITE DESCRIPTION

The site is approximately 8.36ha / 20.65 acres in size and is reclaimed land that has previously been used as landfill for a variety of refuse materials. It is undeveloped and currently accommodates a gravelled parking/turning area in the middle of the site with vegetation covering the majority of the site and tree planting around much of the perimeter. The southern boundary of the site has overhead electricity lines running along it, suspended on timber posts.

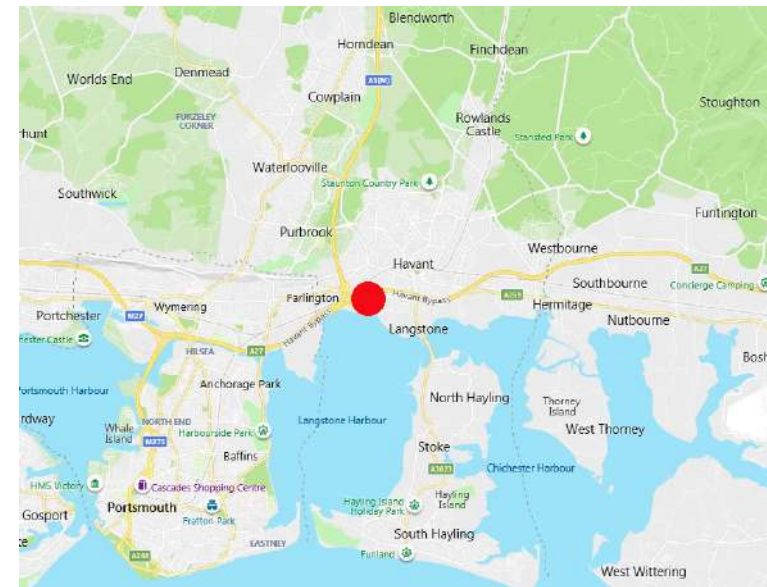
The site is bordered by the A27 to the north and beyond that, agricultural fields, while the Hermitage Stream separates the site from the employment area and uses associated with waste management and water treatment further along Harts Farm Way to the east.

Broadmarsh Coastal Park adjoins the site to the south and west of Harts Farm Way. Beyond the coastal park is Langstone Harbour, which is designated as a SSSI, with the Farlington Marshes nature reserve to the south west of the Harbour.

The site is situated within Flood Zone 1.

The nearest heritage assets are:

- Grade II listed Old Mill House, approximately 300 metres north-east of the site; and
- Old Bedhampton Conservation Area, 150 metres north-east of the site.



Strategic Location Maps



Aerial Photo

As a result of the previous landfill activities on the site, the levels vary significantly. The site is elevated from Harts Farm Way with the western part of the site generally flat grassed land, whilst the eastern part of the site has a significant mound on it with landfill underneath. The levels then slope down on the northern boundary towards the A27 and down towards the Hermitage Stream to the east. It should be noted, however, that with the exception of a limited area, the application boundary of the proposed site does not extend down to either the A27 or the Hermitage Stream.

The site is relatively self-contained with mature vegetation comprising trees and hedges around its perimeter, providing screening and separation from the immediate surroundings.

4.4 SITE ACCESS

Access onto the land is currently available from the south of the site via Harts Farm Way. Harts Farm Way runs east to west and connects to the A27 via the 'Teardrop Junction' and also provides access to other existing employment uses to the east of the site. A shared pedestrian and cycle path, which is part of National Cycle Route 22, runs alongside Harts Farm Way on the southern side.

The site is well-connected to the local road network, as it is in very close proximity to the A27 and A3(M), providing connections to the wider South Coast area and north to Guildford and London. In terms of public transport, the nearest bus stop is just over 1km from the site and Bedhampton train station is located approximately 1 mile to the north.

There are a network of footpaths in the vicinity of the site with a public right of way to the east of the site running along Hermitage Stream. This connects to a continuing network of footways on the northern side of the A27 via a footbridge, as well as routes around the Broadmarsh Coastal Park and Langstone Harbour available to the south of Harts Farm Way.

4.5 SITE PHOTOGRAPHS



4.5 SITE PHOTOGRAPHS



5.0 ANALYSIS AND DESIGN PRINCIPLES

5.1 DESIGN PRINCIPLES

This section describes the process of design and how it has been informed by Section 4 in order to define those constraints that restrict the site's development and identify the opportunities and options for development. The rationale behind the design decisions is explained through plans and diagrams where appropriate.

5.2 LAND USE

The aerial photograph shows the site lying to the west of employment land and south of the towns of Bedhampton and Havant. The Hermitage Stream runs along the eastern site boundary linking to Langstone Harbour to the south.

5.3 DEVELOPMENT FORM, LAYOUT & ORIENTATION

The site is generally elevated from the surrounding land with a central plateau sloping down to the boundaries at the perimeter. The lowest part of the site is in the southeast corner and provides an ideal location for the main site access.

The site is longitudinal in form and suits a development of a single rectangular unit or various sized units on different height plateaus linked by an internal spine road.

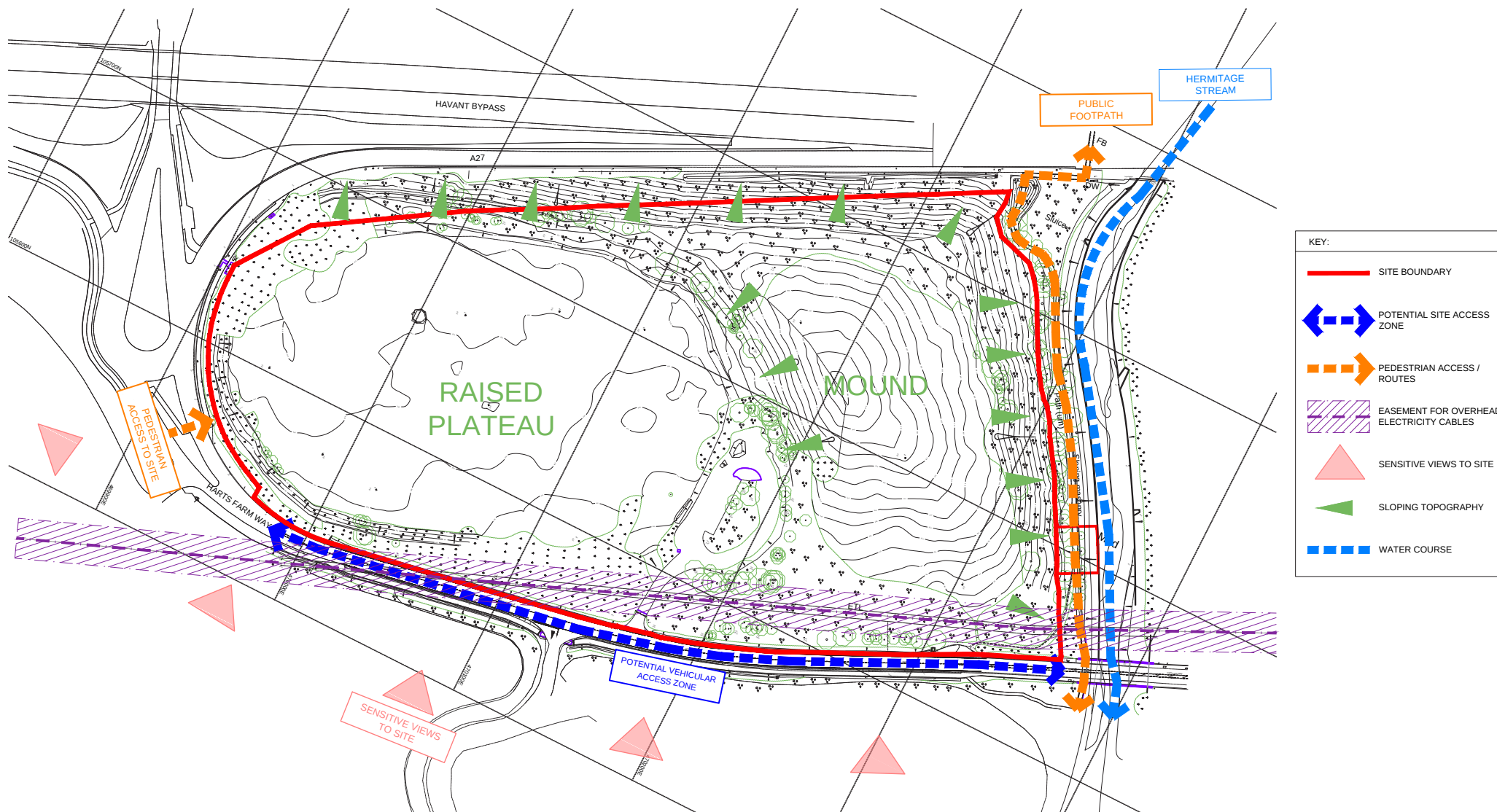
The existing soft landscaping around the perimeter of the site will be retained and further reinforced by planted bunds along the southern and western boundaries to soften views towards the site.

5.4 CONSTRAINTS AND OPPORTUNITIES

The constraints plan on the opposite page illustrates the constraints and opportunities for the site.



Site Map



Site Constraints Plan

5.5 DESIGN OF THE BUILDINGS - PARAMETERS

Elevational Treatment / Design

The guiding principles for the design of the elevations will seek to achieve the following:-

- Create contemporary, attractive industrial / employment units with robust materials to appeal to the modern occupier
- Reduce the apparent bulk and scale of the units when viewed from street level
- Utilise a palette of materials and colours to provide interest to the elevations and their appearance
- Clearly articulate the warehouse and office areas with contrasting materials
- Elevations facing the perimeter to be softened with subdued colours

Parking Provision

Car Parking

The planning application includes three indicative site layout options, which show up to a total of 315 car parking spaces and 13 motorcycle parking spaces across the proposal site, plus parking and manoeuvring space for operational and servicing vehicles. The layouts show up to 88 cycling parking spaces.

The detail of car parking provision will be dealt with under the reserved matters applications for the site and the quantum of parking will be in line with the Council's Parking Standards.

Cycle parking spaces will also be dealt with under the Reserved Matters Application for the site.

Standard car parking spaces are to measure 2.4m wide by 4.8m long. Disabled car parking spaces are to measure 3.6m wide by 6.0m long.

Please refer to the Transport Assessment that accompanies this planning application for details of the proposed parking for each illustrative site layout option.





6.0 THE PROPOSAL

6.1 BRIEF

Michael Sparks Associates were commissioned by Clowes Developments (UK) Ltd. to design good quality buildings to reflect and enable a successful development in terms of commercial letting and integration into the employment zone.

The buildings are to be built from high quality, modern materials, paying due regard to both long life and quality of finish. Furthermore, the units have to suit the varying and changing demands of the current climate.

The brief required preparation of a Development Parameters Plan and 3 Indicative Site Layout options. This allows different options to be actively marketed to attract potential occupiers whilst establishing a site that is ready to develop.

6.2 PROPOSED DEVELOPMENT PARAMETERS PLAN

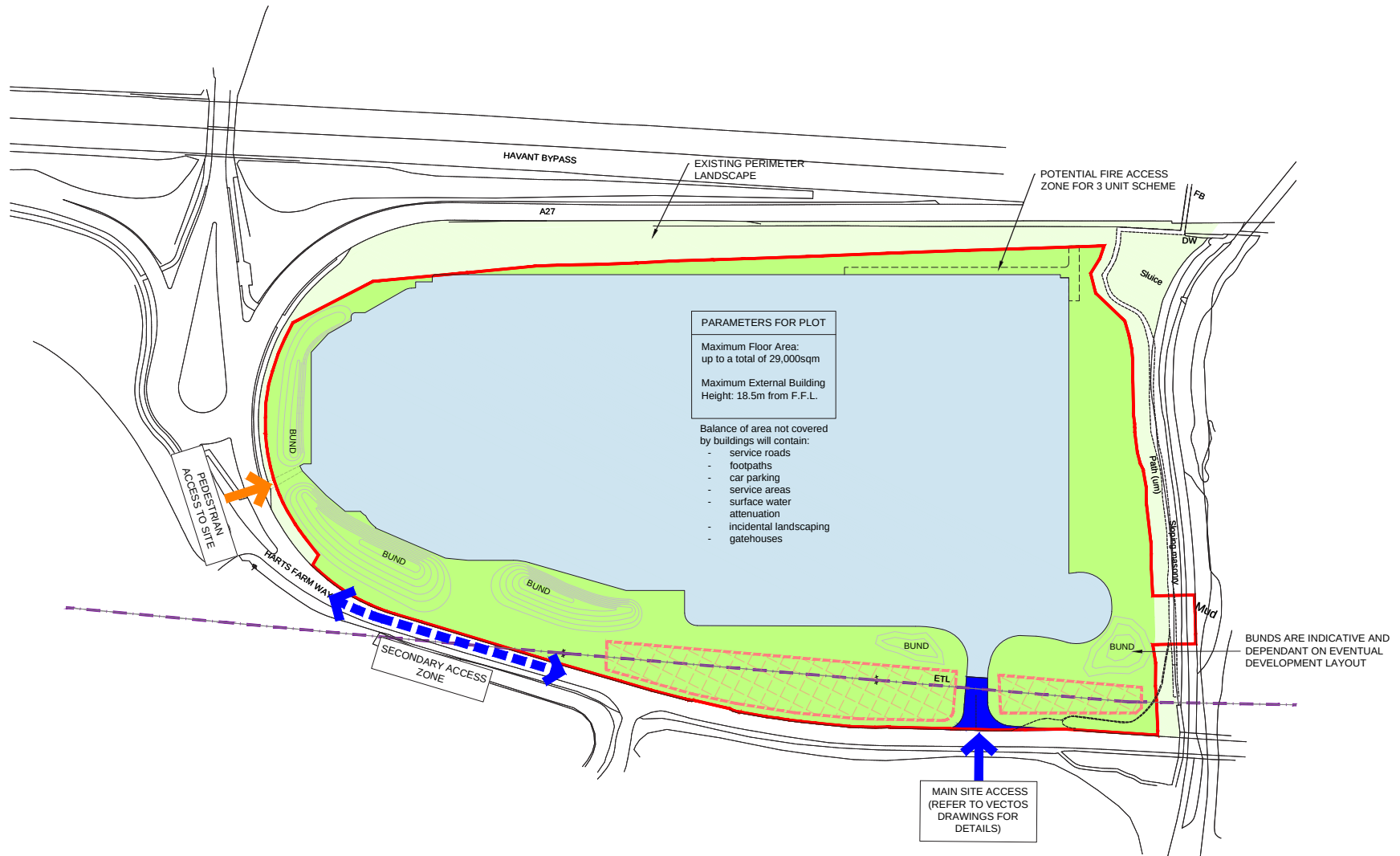
The proposed development parameters plan submitted as part of the application represents the maximum level of development in terms of the maximum floor area, the extent of the building development zone and the maximum building height. The development parameters relate to any individual building falling within the development zone and are as follows:

- Maximum external height: up to 18.5m from FFL
- **Maximum gross internal floor area: up to a total of 29,000 sqm**
- Main vehicular access off Harts Farm Way
- Second point of access to the west of Harts Farm Way
- Existing and bunded landscape buffers around the perimeter of the site

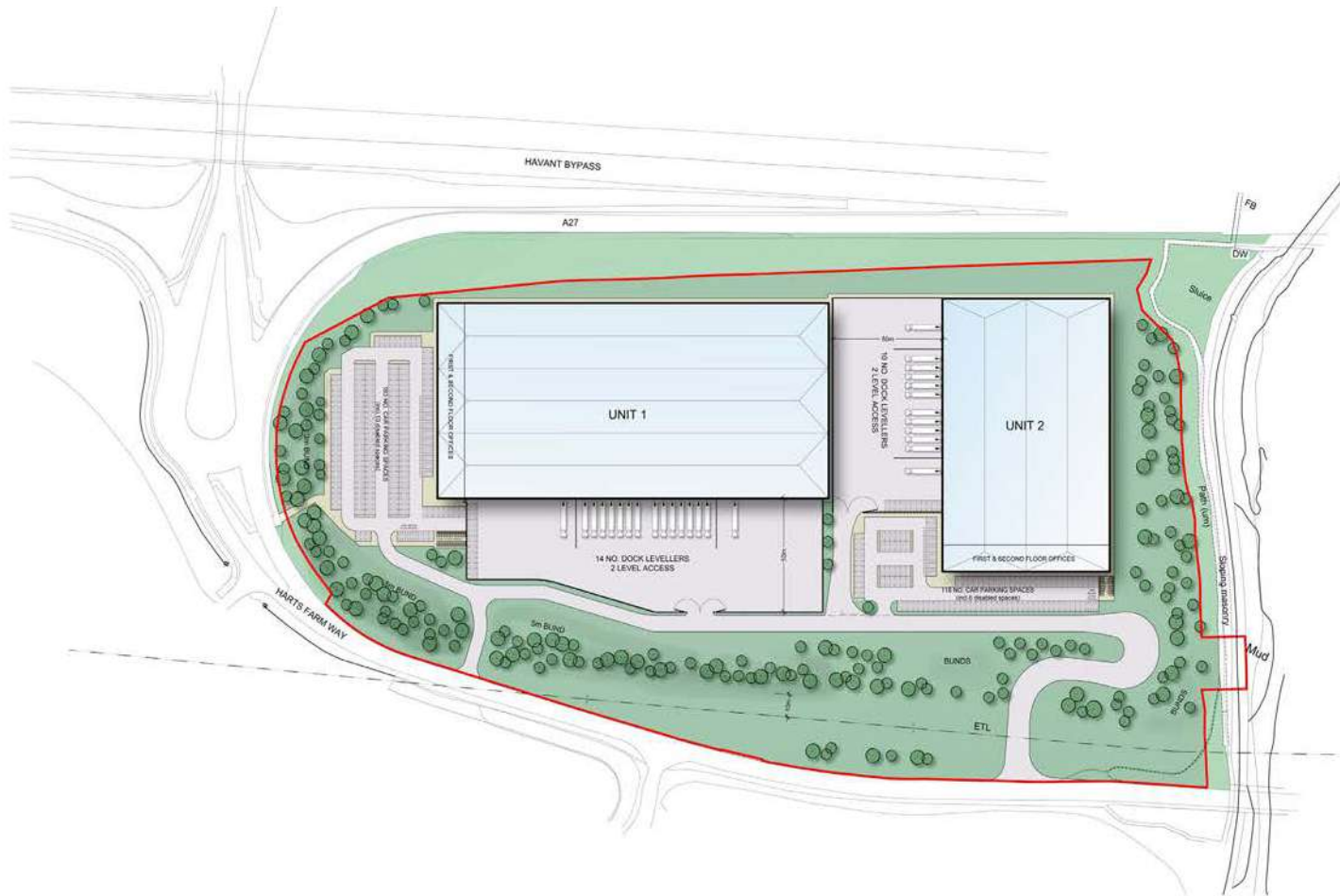
6.3 PROPOSED INDICATIVE SITE LAYOUT PLANS

3 site layout options have been developed within the development parameters. Although these layouts are indicative, they are deliverable and reflect a range of options to suit different potential occupiers. The final development will be driven by market demand and specific occupier requirements.

Landscaping is proposed to complement the development and is to remain a Reserved Matter for future consideration. Landscape buffers are to be maintained along all of the site boundaries.



Development Parameters Plan



Site Layout Option 2

- Consists of 2 units located at the northern end of the site. One is orientated east to west at the western end of the site, the other is orientated north to south at the eastern end of the site.
- The units are set at different levels and linked by the internal spine road running east to west.
- Offices face out towards the perimeter of the site with associated parking in front of the offices.
- Landscape buffers extend around the perimeter of the development. These are made up of existing and new areas of landscaping with bunds along the west and south.

Indicative Site Layout Option 2



Indicative Site Layout Option 3

Site Layout Option 3

- Consists of 3 units situated at the northern end of the site.
- The units are set at different levels and linked by the internal spine road running east to west.
- The large unit is orientated east to west at the western end of the site. The offices face westwards to the site perimeter and front onto the office parking that has a separate access from Harts Farm Way.
- The 2 smaller units sit within the same building envelope orientated north to south at the eastern end of the site. Offices front onto the office car parking.
- Landscape buffers extend around the perimeter of the development. These are made up of existing and new areas of landscaping with bunds along the west and south.

6.4 INDICATIVE ELEVATIONAL TREATMENT / DESIGN

The CGI images and elevations show how the indicative layouts could be elevated. The proposed height for each unit will be appropriate to its individual scale for operational purposes and in keeping with the industrial context to a maximum of 18.5m external ridge height.

A combination of metal cladding profiles and colours will be incorporated in the units to allow large areas of the cladding to be broken down. Walls will comprise horizontal and vertical profile cladding panels in a set palette of colours, separated by vertical and horizontal flashings that visually break the walls into smaller components. The layering of cladding colours up to the underside of the eaves will provide visual interest and serve to reduce the apparent height of the units.

Offices for the units are positioned to face onto the car parking areas. The entrance areas will incorporate curtain walling and glazed entrance doors whilst the office walls will comprise flat metal cladding panels separated by ribbon windows. Coloured weld mesh type fencing will be provided throughout the site to provide security and delineate areas. Details of this will be submitted at RM stage.

Overall, the development will be made of high quality, robust modern materials to create a contemporary aesthetic and add to the choice of premises available in the area. Elevational treatment remains a reserved matter to be determined upon future application but all applications will follow the set colour palette.



Unit 1 - South West Elevation



Units 2 & 3 - South East Elevation



CGI: View looking north-east to Unit 1 offices



CGI: Aerial view looking north-east towards site

7.0 VISUAL IMPACT ASSESSMENT

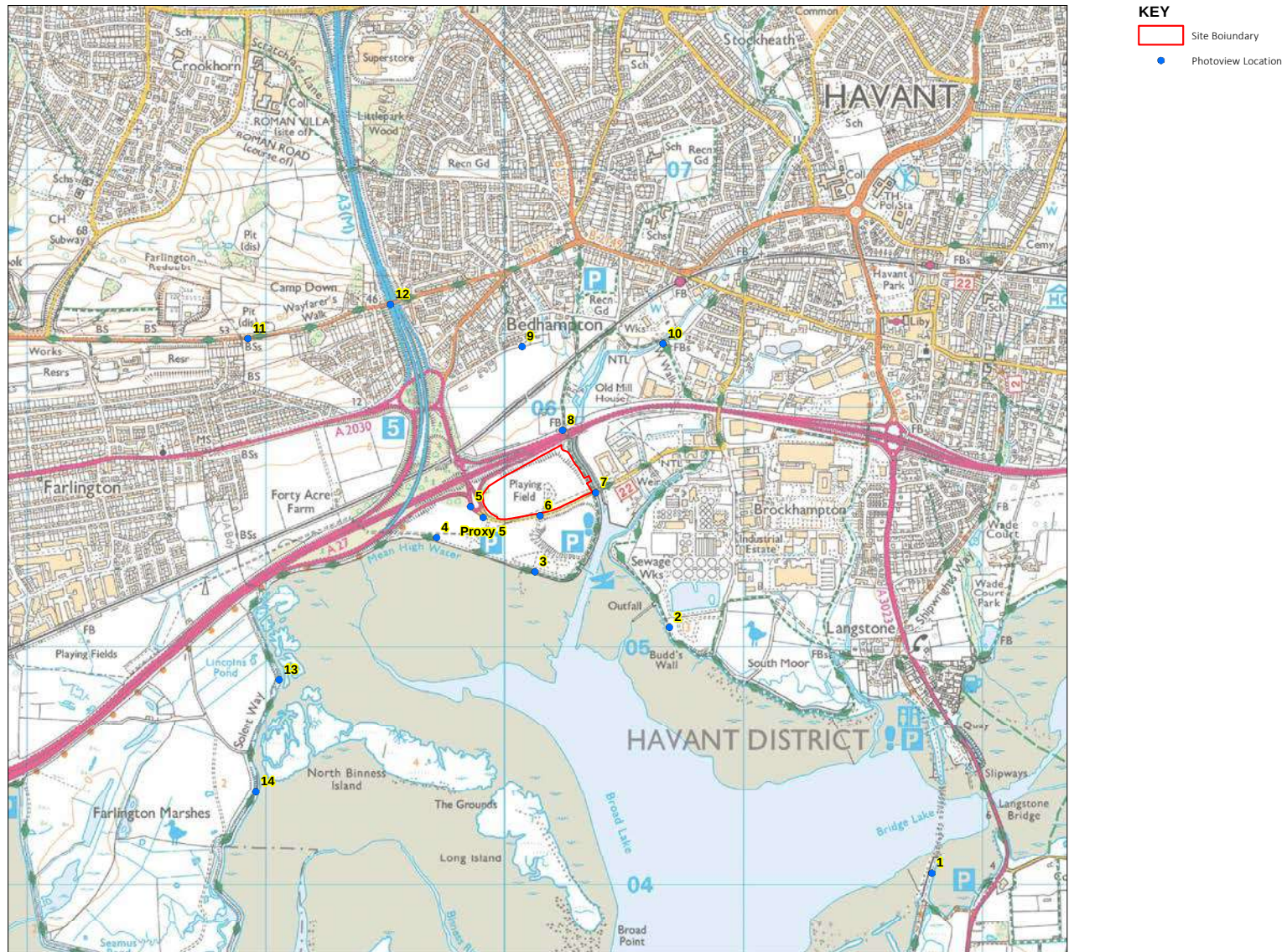
A Landscape and Visual Impact Assessment has been prepared for the site to assess the visual impact of the development from 13 different viewpoints as shown on the Viewpoint Location Plan over page, which were agreed with Havant Borough Council as the most appropriate/sensitive views to assess.

This assessment concludes that the development proposals would not result in any significant landscape and visual effects that could not be appropriately mitigated by the proposed landscape approach set out on the Landscape Masterplan. Whilst the development of the site will result in a change to the area, the mass, scale and form of the proposed scheme has been designed to ensure that the development of the site to provide the employment units will not result in any significant landscape or visual impacts.

Please refer to the Landscape and Visual Impact Assessment submitted with the planning application for full details.



Viewpoint 13 - looking north-east towards site from the Solent Way



Viewpoints location plan

8.0 LANDSCAPE AND BIODIVERSITY

Detailed landscaping proposals for the site are to remain a Reserved Matter for future applications but will adhere to the Development Parameters Plan on which the landscape buffers have been set.

8.1 EXISTING LANDSCAPE

The site generally appears as a disused area of grassland, scrub and trees with the historic landscape features removed through the previous drainage and landfill operations. The site is generally characterised by two main areas including a broadly level plateau with sloping sides to the west and a more elevated, rounded and undulating tip to the east

The site benefits from the visual enclosure provided by the swathes of tree cover located along the site boundaries including the A27 to the north, the Hermitage Stream to the east, and along Harts Farm Way to the south. Gaps in the boundary vegetation are present to south east near the Hermitage Stream overbridge and to the west on the A27 junction permitting partial views into the site.

Woodland and Trees

The existing woodlands and trees on the site boundaries will contribute to the physical and visual enclosure of the proposals within the site. A separate arboricultural survey has been undertaken for the site and there are no Tree Preservation Orders (TPO's), ancient or veteran trees currently identified within the site that would pose a constraint to development.

The arboricultural survey has identified a number of moderate (Category B) and low (Category C) quality individual trees and groups. The existing trees are generally suppressed in growth due to the vegetation density, bramble encroachment and lack of management. On balance, the existing vegetation is considered to be medium susceptibility, value and overall sensitivity.

Meadow Grassland

The interior of the site is generally covered with meadow grassland with large areas colonised by saplings and encroached by bramble. The meadow grassland is considered to be of medium susceptibility, value and overall sensitivity.





8.2 LANDSCAPE PROPOSALS

The proposals would conserve and enhance the majority of the woodlands and trees along the site boundaries. Any tree losses required for the development would be compensated through the provision of native woodland buffer planting on the bunds to the south and west of the site resulting in a net gain of tree cover. The existing and proposed woodland would be actively managed for improved health, longevity and structure in the long term.

The proposals would include +5m high bund to the south excluding the 10m easement for the overhead powerlines and a +3m high bund to the west of the site. These bunds would include proposed woodland buffer planting to enhance visual screening. This would reduce the visual effects and mitigate views from Harts Farm Way, the Hermitage Stream, Broadmarsh Coastal Park, the Solent Way and Langstone Harbour.

The proposals would inevitably require the removal of the existing grassland within the development footprint but extensive areas have been proposed to be managed for slow worm habitat within the easement of the overhead powerlines. This area would be cleared of bramble and saplings and managed as meadow grassland and habitat for slow worms both during and after the construction phases. The meadow grassland would be managed to encourage wildflowers and would include a number of hibernacula's to enhance biodiversity.

Please refer to the landscape architects drawings for details of the indicative landscape proposals for the site and the Landscape and Visual Impact Assessment for landscape impact and mitigation measures.