

Former Buttericks Site New Lane

Havant





Contents

Introduction	Introduction	01
	Executive Summary	01
The Process	Planning	02
	Assessment	02
	Involvement	03
	Evaluation	03
	Design	03
Proposals	Use	04
	Amount	04
	Layout	04
	Scale	04
	Landscaping	05
	Appearance	06
	Relevant example developments	07
	Access	08
	Sustainability and Waste Management	08
Conclusions	Conclusions	09
	Schedule of Drawings	09

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Project description as Planning Application

This application seeks consent for the:

Construction of 5820 m² / 62641 ft² (Gross External Area) B1/B2/B8* units with associated access, services, hard and soft landscaping at the Former Buttericks Site, New Lane, Havant, PO9 2ND.

- Use Class B1 - business uses;
- Use Class B2 - general industrial uses;
- Use Class B8 - storage and distribution

This Design and Access Statement has been prepared following guidance within CABE's document; Design and Access Statements, how to write, read and use them. It has been prepared to support the planning application, illustrate the process that has informed development, and to explain and justify the scheme.

This document is to be read in conjunction with the associated drawings, reports and documents prepared as part of this application.

Consulting Professionals

This Design and Access Statement is to be read in conjunction with supporting documentation prepare by the full team of consultants appointed for this project. These documents have been submitted as part of this application, see planning statement for more details.

Kingsbridge Estates Ltd	Investment and development
Architect	HNW Architects
Planning Consultant	Luken Beck MDP Ltd.
Quantity Surveyor	Quartz Project Services Ltd
Transport Consultant	iTransport
Landscape and Ecology	Lizard Landscape Design and Ecology Ltd.
M&E Engineer	ION Consulting Engineers Ltd
Civil Engineer	Powell Tolner & Associates Ltd
Sustainability Consultant	Red Six
Ground Investigation & Contamination Consultant	Soil Consultants



Kingsbridge Estates Ltd

Kingsbridge Estates Ltd is a privately owned, investment and development company, focused on acquiring commercial property, specifically for end users by way of leasing or sale, in key sustainable locations throughout the South of England.

The company was originally founded by Robert Langmead in 2004 and has grown rapidly by investing in and developing quality commercial property in Berkshire, Hampshire, and West Sussex.

Kingsbridge Estates' specific expertise in developing commercial property for leasing to end users, has resulted in fast growth since its founding. Kingsbridge Estates manages its own property portfolio which includes offices, light industrial buildings, horticultural packing stations and serviced apartments, as well as retail developments and roadside property.

Commercial property investment and development company, Kingsbridge Estates have the following core business values:

- We are the Landlord of Choice for business space users and ensure quality long term relations with our freehold owners. We offer a variety of space geared to modern business needs.
- We create exciting and dynamic spaces that people enjoy working in. Our buildings offer high levels of natural light, are design-led, have good parking and accessible space. We are occupier focused and can build in response to specific needs.
- At Kingsbridge Estates, we invest in sustainable locations and quality environments: near road and rail links, good EPC levels, good quality common and public areas.
- Kingsbridge Estates provides an exciting, energetic and professional workplace for its experienced team of property professionals.
- Kingsbridge Estates is now addressing the need for freehold owner-occupied premises by designing and developing property that allows businesses to own their own freehold space.



New state-of-the-art refrigerated warehouse and salad packhouse developed by Kingsbridge Estates Ltd

Planning Statement

Please refer to the Planning Statement that accompanies this application as prepared by Luken Beck Planning Consultants for more details.

Assessment

Site and Surroundings

The total site area of the building in question and its ancillary external areas is 1.02 hectares / 2.52 acres. This is shown on the adjacent aerial view. The existing building totals approximately 5400m² gross internal area which is let to a number of tenants comprising B1/B2/B8 uses.

The site is accessed by a number of entrance gates from New Lane, Stanbridge Road and Downley Road. These access points are identified as **Yellow Arrows** on the adjacent aerial view. The site is entirely within the New Lane Industrial Estate. To the North of the site lies a gas holder, to the west there is the 'Oakwood Centre' as well as further industrial premises. To the south lies the 'Qvis Monitoring' company and the 'Velocity' development (recently completed). The eastern boundary is formed by New Lane, which is edged with substantial trees, a stream and residential properties.

As noted above, the site is part of the New Lane Industrial Estate with a range of industrial, warehouse and business occupiers throughout the estate. The whole site has a longstanding history of industrial/ warehousing use. The external perimeter of the site is secured with palisade & chain-link fencing. External areas are hard paved in concrete and tarmac with some areas of grass, and planting. The photographs opposite illustrate the existing building and some of the surroundings.

Flood Risk

The site has no history of flooding from fluvial or tidal sources. A search of the Environment Agency Flood Risk map shows the site to be wholly contained within Flood Zone 1, which is considered to have a low probability of being affected by fluvial or tidal flooding.

Due to the size of the site (>1ha) a Flood Risk Assessment has been carried out by 'Powell Tolner & Associates Ltd' who have fully assessed all types of flooding and any potential effect on the site.

Local Water Supply

The site is located in Source Protection Zone 1c (SPZ1c) for the Havant and Bedhampton springs; an essential public water supply source. The SPZ1c relates to subsurface activity only, where the Chalk aquifer is confined and may be impacted by deep drilling activities. Subterranean activities such as deep drainage solutions and piling may pose a risk to groundwater quality and our supply at Havant and Bedhampton Springs.



Correspondence from Portsmouth water confirms that there are no concerns as long the proposal does not use deep borehole soakaways or deep piles which penetrate into the aquifer. **The proposal will not utilise either construction feature:**

'The underlying geology is the London Clay formation which overlies the chalk; a principal aquifer, in terms of drainage we would have no concerns with shallow drainage systems (i.e. swales). We would however have a presumption against deep bore soakaways. In the case these are the chosen drainage solution the application must be accompanied by detailed plans and a hydrogeological risk assessment stating how risk to groundwater has been assessed and mitigated through design. We would also request pollution prevention measures for these systems for the reason that deep bore soakaways can act as preferential pathways for drainage (and therefore contaminants) into the underlying aquifer.'

The Flood Risk Assessment and Drainage Strategy Report should clearly identify the means of foul and surface water drainage design for the site.

On another note regarding foundations, we would have a presumption against piling if the piles penetrate the full depth of the clay cover. We would have no objections to piled foundations that terminate within the clay cover; in this instance we would expect a piling risk assessment and method statement be submitted to and approved by the local planning authority in consultation with Portsmouth Water. Piling or any other foundation designs using penetrative methods can pose a risk to potable supplies from, for example, turbidity, mobilisation of historical contaminants, drilling through different aquifers and creation of preferential pathways.'

See drainage assessment from 'Powell Tolner & Associates Ltd' and the ground investigation report produced by Soil Consultants in relation to the proposed foundation design for more details. This complies with the above requirements.

Involvement

Pre-application discussions have taken place with Havant Borough Council prior to submission of the current planning application. A meeting was held with the design team and the Planning officer on **14th January 2019** and subsequent correspondence was issued **24th January 2019** and **2nd May 2019** containing specialist consultee advice comments. A further meeting was also held on **18th June 2019** with Andrew Biltcliff, Head of Regeneration to outline the proposed redevelopment."

Evaluation

Comments from pre-application discussions have been addressed and incorporated into the design, in particular Havant Borough Council's pre-application response sought one single point of access only as opposed to two which we have now delivered.

Please also refer to landscape section of this design and access statement as well as the Planning Statement that accompanies this application as prepared by Luken Beck Planning Consultants.



Several drawings from the design development of the scheme:



Building layout submitted for pre-application discussions with Havant Borough Council, note the 'through road' layout which has now been revised to a single point of access following Local Planning Authority Advice.

An important factor in the design development of the project is flexibility; with proposed building use classes as B1, B2, or B8 it is important that the Units have the capability to adapt depending on the end user. It is important to note that the business units will be made available to purchase, addressing the need and continued tradition in Havant where businesses often own their premises. This has been factored into the detailed design, so each unit has its own dedicated forecourt area".

Throughout the design development several feasibility studies have been undertaken investigating such factors as Parking amounts, Orientation and Building massing, layout and scale.

Examples of this iterative design development can be seen left.

Proposed Design

- Building to provisionally achieve a maximum BREEAM 'Very Good' rating in line with 'Havant Borough Core Strategy' - Policy CS14 requirement of BREEAM 'Very Good'.
- All the units are designed to maximise energy efficiency and design out the need for energy use by means of the scheme layout and the orientation.
- Use of renewable energy technologies to produce energy on-site.
- Furthermore, major building elements will be specified with a 'A' or 'A+' rating according to the BRE Green Guide to Specification.
- At least 80% of the materials that make-up major building elements will aim to be responsibly sourced from suppliers with ISO14001 or BES6001 certification.
- 80% of the thermal insulation used in the building fabric and will be sourced from suppliers with ISO14001 or EMAS certification.
- Integrated roof lights (to make up 15% of unit floor area where possible) providing natural daylighting.
- Energy efficient lighting linked to PIR sensors
- Glazing sized and proportioned to give good levels of natural light without excessive solar gain
- 37.5 KJ floor
- 8.4m to underside of haunches

Use

The existing building was originally used as a production and warehouse facility with a considerable amount of ancillary office space together with loading bays and external yard areas. At the time of publication three license holders are occupying a minor portion of the space primarily for storage and assembly purposes, these occupiers have a settled plan to relocate to modern premises elsewhere'.

The current buildings are at the end of their design life and approaching obsolescence. Their proposed demolition allows the reuse of the site for new premises more suited to the current employment market and future-proofed for longevity. The proposed use is for commercial units (Use classes B1/B2 and B8).

- Use Class B1 - business uses;
- Use Class B2 - general industrial uses;
- Use Class B8 - storage and distribution

Amount

This application is for the construction of twelve units totalling 5516 m² / 59369ft² (Gross Internal Area) B1/B2/B8 units. This is comparable with the existing quantum of accommodation on site which totals approximately 5400m² / 58125ft² (Gross Internal Area) B1/B2/B8 units.

Unit No.	GF GiA (m ²)	(ft ²)	Mezz. GiA (m ²)	(ft ²)	TOTAL (m ²)	TOTAL (ft ²)	Mezz. %
1	356	3832	98	1055	454	4886	22%
2	356	3832	98	1055	454	4886	22%
3	413	4445	114	1227	527	5672	22%
4	351	3778	113	1216	464	4994	24%
5	351	3778	114	1227	465	5005	25%
6	352	3789	114	1227	466	5016	24%
7	383	4122	114	1227	497	5349	23%
8	381	4101	114	1227	495	5328	23%
9	381	4101	114	1227	495	5328	23%
10	383	4122	114	1227	497	5349	23%
11	253	2723	98	1055	351	3778	28%
12	253	2723	98	1055	351	3778	28%
	4213	45345	1303	14024	5516	59369	

Total GiA:	5516	59369
Total GeA:	5820	62641

Parking:	134	1/43m2
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Site Area(m ²):	10,234	Site Density (GF GeA):	43%
		Site Density (Total GeA) :	57%

Layout

The layout of the business units have been designed to meet the practical needs of a typical B1, B2, B8 user, with each individual unit having both vehicular and pedestrian points of entry and egress from the access road with a relocated junction on Stanbridge Road. The first-floor mezzanine office space of all units will provide natural surveillance over the site access road, visitor parking and staff parking.

The buildings fenestration also returns onto Stanbridge Road, as the main thoroughfare through the industrial estate, this will allow natural surveillance to incoming and outgoing traffic, whilst improving the streetscape appearance for passing traffic/pedestrians.

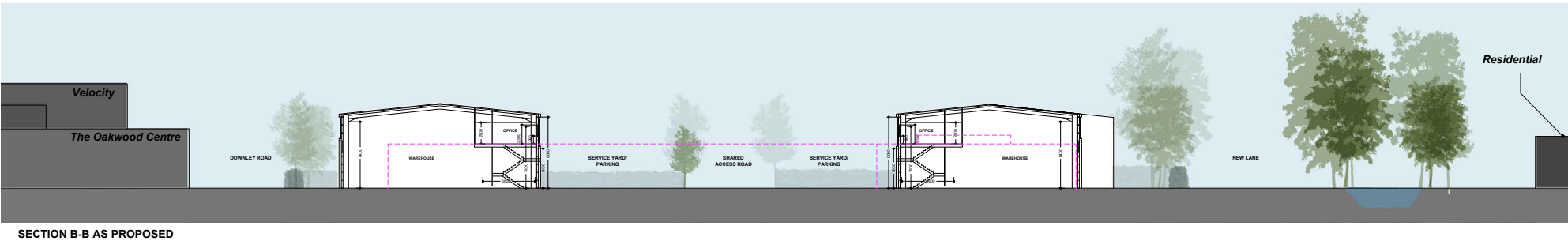
The rear elevations of each unit are accented with coloured trim providing visual interest to New Lane and Downley road, all reinforced with structured planting (see landscape section for more details).

Scale

The overall height, scale and massing of the proposed units have been dictated by its function, governed by an internal clear height requirement of 8.4m to the underside of structural members. The roof of each unit has a shallow/duo pitch to the keep the overall height low. The proposed buildings comprise steel framed structure with metal cladding to walls and roof synonymous with contemporary industrial construction, similar to others found within the wider New Lane Industrial Estate.

Thought has been given to the scale of the units within the context of surrounding buildings, including the gas holder and Velocity development. This includes consideration of amount of screening able to be provided by existing vegetation and how this can mitigate any visual impact on nearby properties.

See 18041-HNW-ZZ-ZZ-DR-A-2322-Site Sections as Proposed_A for more details.



Landscaping

Soft landscaping has been incorporated at the entrance of the site to ensure an attractive environment for visitors and to visually break-up areas of hard-standing. This is complimented by structured planting to other boundaries softening the appearance of the development.

The site also benefits from surrounding trees on the gas holder boundary to the North, as well as the mature trees lining the stream on New Lane; adding amenity value to the development.

The Hard Landscaping palette consists of tar macadam roadways, grasscrete footpaths and concrete service yards/parking.

'Lizard Landscape Design & Ecology' have been commissioned to undertake an arboricultural survey and produce arboricultural documentation for the proposed development. The Arboricultural Impact Assessment and Method Statement report provides evaluation of the direct and indirect effects of the proposed design and where necessary recommends mitigation. Please see proposals by 'Lizard Landscape Design & Ecology' for more details.

After receiving pre-application comments relating to landscape from Havant Borough Council on 2nd May 2019 specialist consultation advice (below in *italics*) has been responded to (**red text**) and incorporated into the applications considered landscape design. This included Havant Borough Councils' pre-application response seeking one single point of access only as opposed to two which we have now delivered, allowing a consolidation and continuation of landscaping along New Lane.

"From a landscape perspective we do not object to the principal of this development, however we have the following comments:

- The proposed disabled parking bay are not DDA compliant as the hatching should be present on the both sides as well as the rear of the bay. See BS 8300:2009 for correct layout.*

See submitted site plan '18041-HNW-ZZ-ZZ-DR-A-2115-Site Plan as Proposed_A' featuring disabled parking bays in accordance with BS 8300:2009

- The submitted visuals no. 1 & 2 illustrate a number of internal trees along the northern edge of the internal carriageway, however this is not present within the Site Plan as Proposed drawing no. 18041-HNW-ZZ-ZZ-DR-A-2110. We would want to see trees planted north of the carriageway to help soften the hard landscaping of the development.*

Orientation of buildings on site plan has altered since pre-application discussions. However, rationale of bordering the shared access road with tree plantings has been maintained to help soften the hard landscaping within the development.

- A soft landscape scheme which introduced significantly more additional boundary trees along New lane and Downley road is required to help alleviate the proposed building height increase.*

Greater concentration of proposed trees and shrub planting has been applied to site boundaries (particularly along New Lane/Stanbridge Road) to help alleviate the proposed building height increase.

We require the following drawings as part of a full Application:

- A detailed soft landscape scheme requiring submission of fully annotated plans at sufficient scale to identify species of individually planted trees, shrubs, hedges, marginal, bulbs and any areas of turfing / seeding. Planting areas should show the locations of different single species groups in relation to one another, and the locations of any individual specimen shrubs. Other information shall include plant tree pit details, specification schedules, comprising plant size, number and density, as well as, the proposed planting implementation programme.

See submitted landscape plan '18041-HNW-ZZ-ZZ-DR-A-2116-Site Landscaping as Proposed_A'. Further information can be requested by condition

- Hard landscape details requiring submission of fully annotated plans at sufficient scale that comprise a range of coloured and textured surfacing treatments, which identify:

1. Finished levels
2. Hard surfacing material type / product reference and colour
3. Laying bond
4. Edging or threshold detail / type
5. Retaining structures or steps

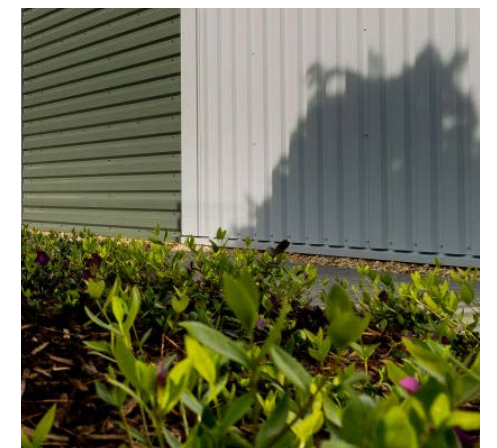
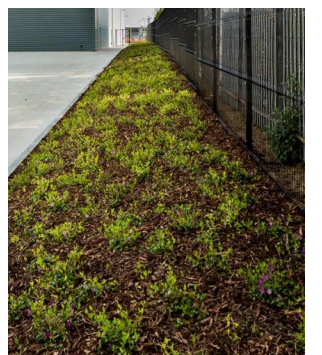
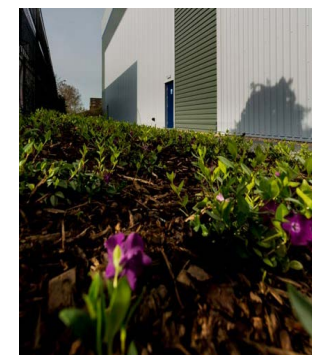
See submitted landscape plan '118041-HNW-ZZ-ZZ-DR-A-2116-Site Landscaping as Proposed_A' in addition to '9641-9300 - Proposed Levels' by Powell Tolner & Associates Ltd.

- Boundary details requiring submission of fully annotated plans at sufficient scale showing the locations of existing, retained and proposed new boundary treatments, with scaled elevation drawings to show height, design, materials, type and colour of proposed new walling / fencing or other type of enclosure and associated gates.

See submitted landscape plan '18041-HNW-ZZ-ZZ-DR-A-2116-Site Landscaping as Proposed_A' and the tree constraints and removal plans produced by Lizard Landscape Design and Ecology for more details

- Further details on building material specification for the development requiring submission including material type, product reference and colour to understand how the proposed development will affect the existing streetscape.

See '18041-HNW-ZZ-ZZ-DR-A-2330-Units Elevations as Proposed_A', 18041-HNW-ZZ-ZZ-DR-A-2116-Site Landscaping as Proposed_A as well as the 'Appearance' section of this design and access statement for more details



Appearance

The proposed buildings comprise steel framed structure with metal cladding to walls and roof synonymous with contemporary industrial construction. Each building sits under a shallow duo pitch metal roof. Windows are recessed with the building entrances highlighted by glazed double doors giving a view to the stairs and reception. The primary elevations of the units utilise composite panels in monochrome colours with aluminium cladding details. Entrances and loading doors are highlighted through considered use of complimentary colours.

The selected colour palette reflects a contemporary industrial aesthetic of silver/ grey shades which are heightened with changes in modulation of texture. The design intent is to ensure that all the units have a uniform appearance to demonstrate that they are all part of the same master plan as well as giving a sense of continuity when viewed from street level.

A detailed materials schedule is noted on the accompanying application drawings and is typical of those used within the vicinity.

It is felt that the new, high quality appearance will create an attractive visual character to this site whilst reflecting this key employment location of the New Lane industrial estate. This will not detract from surrounding natural features; in part through considered provision for landscape enhancement and high quality of materials used.

Walls

1. Metal insulated cladding panels in silver-grey
3. Feature PPC flashing trim in dark grey

Roof

3. Metal insulated cladding panels in Goosewing Grey with integrated rooflights

Windows and doors

4. PPC metal framed windows and doors colour dark grey RAL 7012
5. Insulated Sectional up and over loading doors in colour to match entrance numbering

Boundary Treatments

- A. Proposed boundary to be secured with 2.4m height palisade fencing to match existing estate

Vehicle Access and Hard Standing

- B. Mixture of tarmac and concrete

Lighting

- PIR security lighting
- Site and building lighting tbc
- Lighting to be installed for security purposes, consisting of predominantly low-level and downward facing LED's. Details regarding lighting can be controlled by condition if deemed appropriate.

See '18041-HNW-ZZ-ZZ-DR-A-2330-Units Elevations as Proposed_A' for more details

UNITS 1 - 6



EAST ELEVATION



ELEVATION WEST



SOUTH ELEVATION



NORTH ELEVATION

UNITS 7 - 12



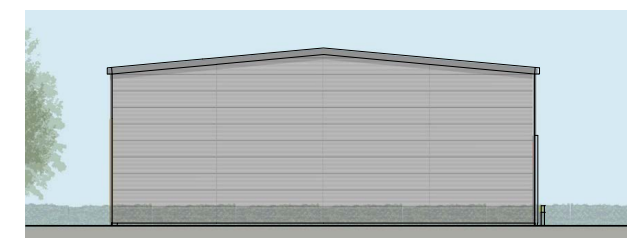
WEST ELEVATION



EAST ELEVATION



SOUTH ELEVATION



NORTH ELEVATION

Voyager Park, Portsmouth

Located in Portsmouth on a former contaminated gas works site. Voyager Park covers an area of approximately 13 hectares and comprises a mixture of flexible B1b/B1c/B2/B8 Units totalling some 178,000sqft (16,540m²).

Developed to minimise its impact on the local environment, greatly improve its appearance and incorporate sustainable design measures, which include rainwater harvesting and renewable energy generation.



Terminus Road, Chichester

6 no. proposed business units, use class B2/B8 with ancillary trade counter use, with associated parking and servicing.

The buildings fenestration faces onto Terminus Road, as the main thoroughfare through the industrial estate, this will allow natural surveillance to incoming and outgoing traffic, whilst allowing parking and bicycle storage to be kept in sight.



Dakota Industrial Estate, Havant

Design that called for a split-site terraced solution, with two wings capable of being sub-divided into twelve separate units, followed by a further two separate units each with a secure yard.

All units were designed to be flexible in size for light industrial, production or distribution warehouse uses (B1c, B2, B8) - totalling some 75,000sqft.



Access

A footway within the site will connect with the existing footways located on Stanbridge Road. Beyond this, pedestrian provision will be through a shared surface environment common with employment and commercial areas. This will provide a pedestrian connection to Units 6 and 7 in the northern section of the site. The site will experience slow moving vehicles and low traffic flows and therefore the internal road will be suitable to be used as a shared surface environment.

The site is currently has an access from Stanbridge Road, which forms the southern boundary of the site. It is proposed to continue accessing the site via Stanbridge Road however the access will be relocated further to the west of the existing access location. A 1.6m footway will be provided either side of the proposed access, which will connect with the existing footways along Stanbridge Road. A dropped kerb crossing with tactile paving will be provided across the site access to facilitate safe pedestrian movements. The site access arrangements are shown in Drawing ITB144488-GA-006.

It is proposed to provide a 7.2m wide access road which is sufficient to allow two large vehicles to pass at the access. Drawing ITB14488-GA-006 demonstrates 2.4m x 43m visibility splays are achievable in each direction of the access. This level of visibility is in accordance with the 30mph speed limit along Stanbridge Road along with the visibility guidance set out in MfS and HCC guidance TG3, as traffic speeds on Stanbridge Road are physically constrained by the road alignment and nearby junction with New Lane. See transport assessment for further details

Parking

Car and cycle parking provision will be provided in accordance with Havant Borough Council's car parking standards SPD document (July 2016) and this has been fully demonstrated within the Transport Statement which will accompany the planning application.

Sustainable transport

A 2m wide footway exists on the eastern side of New Lane along the western boundary of the site and provides a route north towards Barton Road and south towards the centre of Havant. Footways on the western side of New Lane commence around 140m to the south of the site which can be accessed via a dropped kerb crossing with tactile paving and a pedestrian refuge island. There is good provision of dropped kerb crossings with tactile paving within the vicinity of the site which facilitate safe pedestrian movements across minor arms of local junctions. New Lane also provides designated cycle lanes on both sides of the carriageway which offers a safe environment for on-road cycling.

Public Transport

The closest bus stop to the site is located around 440m to the south on St Albans Road. This stop is served by bus route 20 and 21 which offer frequent services between Havant and Portsmouth Monday to Saturday. Bus route 21 also offers an hourly service between Havant and Portsmouth on a Sunday. Havant railway station is located some 1.4km of the site and is therefore located within a comfortable walking distance. Havant is served by frequent services to destinations such as London, Portsmouth and Southampton. The site is well located to promote sustainable transport modes.

Inclusive Access

Proposals will be developed in detail following guidance within the Building Regulations Approved Document Part M.

See transport assessment by 'iTransport' for more details



Sustainability

Sustainability is fundamental to the reputation of Kingsbridge Estates Ltd, ensuring future profitability and continued trust of stakeholders. Kingsbridge Estates aim is to invest in renewable technologies where there is a commercial return, and where cheaper electricity might benefit occupiers. Kingsbridge also focus on the embedded sustainability credentials of the properties they own, on the basis that it should be easier to save costs in use than generate power.

A BREEAM pre-assessment has been undertaken by RedSix BREEAM/Sustainability Assessors (please see the accompanying report for further details).

Waste Management Statement

The following are potential waste issues that are to be dealt with for this project and on site:

- Where possible, soil excavated will be reused or stored on site.
- Where possible, off site construction methods, renewable and reused materials will be used.
- Where possible, materials will be locally sourced to reduce transportation.
- Where possible, materials will be selected that are either recycled or can be reused.
- The whole life of materials will be considered before final selection.
- Material quantities will be controlled so as to reduce careless waste. Remaining useful materials should be reused to conserve natural resources.
- Waste will be reduced so as to limit environmental damage and reduce material cost.
- Waste produced during construction will be controlled and contained.
- Waste will be stored so as not to pose a threat to the health and safety of persons on or off site.
- Any waste produced will be disposed of to a licensed waste transfer station for segregation and recycling.
- An appropriately designed, sized and located waste storage area is to be provided on site for use when the building becomes occupied.

In addition to the above, the project is seeking a BREEAM rating of 'Very Good'. Credits will be sought under the 'Waste' category (further details of which are stated in the BREEAM pre-assessment undertaken by RedSix BREEAM/Sustainability Assessors

Refuse & Waste Disposal

The proposed site plan illustrates defined, screened areas designated for the storage of waste and recycling materials.

In summary, the proposed design:

- Is strongly supported by the National Planning Policy Framework,
- Is considered acceptable, having regard to the relevant Policies within the 'Havant Borough Core Strategy', and all other material planning considerations.
- Facilitates the delivery of a high-quality employment land and commercial floorspace adjacent to the well-established New Lane industrial Estate.
- Addresses the need for freehold owner-occupied premises by designing and developing property that allows businesses to own their own freehold space.
- Replaces obsolete aged existing structures with new facilities more closely suited to current employment trends and with a renewed life-span/
- Proposes industrial units which reflect the market demand for a variety of B1, B2 and B8 uses, ranging from small and medium premises for start-up companies to larger premises for a mixture of commercial uses.
- Depending on the end users, the development has the ability to create numerous jobs, benefiting from its location along the south coast for its wider labour pool and attractive environment.
- Benefits from good accessibility both by road and public transport, with local facilities nearby for employees.
- Provides safe vehicular access, with adequate parking and cycle provision provided for both visitors and employees alongside servicing vehicles.
- Is responsive to its context and identified planning constraints, whilst still providing an efficient use of land.
- Does not have an adverse effect on neighbouring properties by virtue of outlook or loss of privacy or general noise and disturbance given all associated the activity is contained within the central yard by the two buildings. This is located away from residential areas, with generous separation distances and intervening mature vegetation/woodland.
- Will use materials that are of a very high quality and appropriate in terms of scale, colour and texture; resultant in smart contemporary elevational treatment.
- Considers mass and height so as to be **consistent with** the immediately surrounding context;

The proposal is considered acceptable, having regard to the relevant Policies within the 'Havant Borough Core Strategy', and all other material planning considerations, and it is therefore respectfully requested that the application is approved.

The following drawings as prepared by HNW Architects form part of this planning application and to be read in conjunction with this Design and Access Statement:

Drawing Title:

- 18041-HNW-ZZ-ZZ-DR-A-1100-Site Plan as Existing_A
- 18041-HNW-ZZ-ZZ-DR-A-1105-Location Plan_A
- 18041-HNW-ZZ-ZZ-DR-A-1300 Existing Site Elevations_A
- 18041-HNW-ZZ-ZZ-DR-A-2115-Site Plan as Proposed_A
- 18041-HNW-ZZ-ZZ-DR-A-2116-Site Landscaping as Proposed_A
- 18041-HNW-ZZ-ZZ-DR-A-2202-Units 1-6 as Proposed_A
- 18041-HNW-ZZ-ZZ-DR-A-2203-Units 7-12 as Proposed_A
- 18041-HNW-ZZ-ZZ-DR-A-2322-Site Sections as Proposed_A
- 18041-HNW-ZZ-ZZ-DR-A-2330-Units Elevations as Proposed_A
- 18041-HNW-ZZ-ZZ-DR-A-2905 - Proposed Perspective View 1_A
- 18041-HNW-ZZ-ZZ-DR-A-2906 - Proposed Perspective View 2_A
- 18041-HNW-ZZ-ZZ-DR-A-2907 - Proposed Perspective View 3_A