



Design and Access Statement

Change of Use from D2 to D1

16 Aston Road, Waterlooville, Hampshire, PO7 7XG

Sunshine Day Centre

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0.0 Contents

- 1.0 Generally
- 2.0 Physical Context
- 3.0 Social and Economic Context
- 4.0 Involvement of Local Interests
- 5.0 Amount
- 6.0 Layout
- 7.0 Design Principles
- 8.0 Scale
- 9.0 Landscaping
- 10.0 Appearance
- 11.0 Access
- 12.0 Flood Risk

1.0 Generally

- 1.1 This Design Report forms part of a Full Planning Application to Havant Borough Council for a Change of Use from D2 to D1 at 16 Aston Road, Waterlooville, PO7 7XG.
- 1.2 No other purpose is anticipated or accepted. Copyright of this report remains with Critchley Architecture And Design Ltd.
- 1.3 Reference should be made to the planning submission drawings for details of the proposals, re:

19048 -	101	Location and Block Plan
	211	Existing Plan
	301	Existing Elevations
	412	Proposed Plan
	501	Proposed Elevations (As Existing)

2.0 Physical Context

- 2.1 Aston Road Industrial Estate is made up of a number of light industrial and warehouse units, located to the north of Waterlooville town centre. We recognise that the site is within an industrial estate, but the site is centrally placed and well serviced for local amenities. The building itself is not a warehouse or being used as an industrial unit. The location and leisure use of the building pre-dates the later industrial development.
- 2.2 The subject building is a two storey, mixed use building. The first floor does not form part of this Application.
- 2.3 There is a free car park adjacent to the subject site, which has a beneficiary covenant which allows the occupants of the subject unit to park on without restriction.
- 2.4 There are single storey industrial units to the west of the subject site, which can be seen on the approach to the building by car.

3.0 Social and Economic Context

- 3.1 The subject building is mixed use. The area subject to the change of use is labelled on the existing/proposed plans. The existing use class of this section of the building is D2 (social club).

- 3.2 The Change of Use is proposed to allow the Sunshine Day Centre to move to larger premises. They are currently located on the road north of the subject site, Jubilee Road.

4.0 Involvement of Local Interests

- 4.1 There has been no involvement of local interests.

5.0 Amount

- 5.1 The site in the ownership of the applicants is approximately 1200m².
- 5.2 The subject area within the building is approximately 475m².
- 5.3 See plan 19048_412 with the accompanying Sunshine Statement for the parking configuration.

6.0 Layout

- 6.1 Access to the site will remain as existing.

7.0 Design Principles

- 7.1 The design of the proposed works should make a positive contribution to the community enhance the character of the area.
- 7.2 The aim is to create buildings that have a positive future. The site is currently a partially wasting asset, without benefit to the applicants or the community. The proposals will bring the site back into beneficial and active use.
- 7.3 The design should make best use of the available site and building assets.

8.0 Scale

- 8.1 The scale is as existing.

9.0 Landscaping

- 9.1 There is no opportunity for landscaping on site.

10.0 Appearance

- 10.1 One new fire door is proposed as part of the Application.

11.0 Access

- 11.1 It is the applicant's intention to meet the requirements of the Disability Discrimination Act 1995 (amended 2006).
- 11.2 It is the applicant's intention to meet the requirements of the Disability Discrimination (Employment) Regulations 1996.
- 11.3 It is the applicant's intention that where applicable, provisions are made in accordance with Approval Document M of the Building Regulations (current edition published January 2013).
- 11.4 It is the applicant's intention that, with regard to personnel access, inclusivity is achieved wherever reasonably possible.
- 11.5 Pedestrian access to the site is available from Aston Road.
- 11.6 A bin area is proposed within 25 metres of Aston Road.
- 11.7 **Havant Borough Draft Local Plan 2036, IN3: Transport and Parking in New Development**

“Development proposals will be permitted, provided that the site is designed so that:

a. The traffic generated by the development, taking into account any proposed avoidance and mitigation measures, would not result in severe cumulative impacts on the transport network or the environment;

b. Safe and suitable access to the site is provided for all people and modes of transport;

c. Provision is made for the parking of cars, motor cycles and cycles in line with Council standards;

- d. On and/or off-site measures commensurate with the nature and scale of the scheme are provided, which promote travel by non-motorised modes and by public transport, including, here appropriate, provision for bus access with suitably located bus stops;*
- e. Adequate provision is made for varying sizes of vehicles, including refuse and emergency vehicles, to access all parts of the site, park, load, unload and turn safely and conveniently;*
- f. The streets and public and private parking areas contribute positively to the design of the development and deliver a high quality public realm, including through the use of high quality materials;*
- g. The site layout encourages lower vehicle speeds, and promotes the safe and convenient movement of pedestrians and cyclists within the site;*
- h. Pedestrian and cycle routes are provided which conveniently reach all parts of the site, and link with the wider network beyond the site;*
- i. Any existing public rights of way are safeguarded and new routes provided where appropriate;*
- j. Sufficient visibility and lighting is provided for the safe and convenient use of the roads, cycle routes, walking routes and parking places;*
- k. Electric Vehicle charging infrastructure is provided for*
 - i. each new residential unit with private off-street parking;*
 - ii. an appropriate number of spaces in shared parking at residential and commercial development with the remainder providing infrastructure to allow easy installation of charging points in the future;*
- l. A satisfactory Transport Statement or Transport Assessment is submitted in support of the planning application to evaluate transport impacts, and to demonstrate that proposed transport improvements will meet the needs of the development and mitigate adverse impacts;*
- m. A Travel Plan is provided in support of a planning application where appropriate in relation to the scale and type of development."*

12.0 Flood Risk

- 12.1 The Environment Agency Flood Map indicates that the site lies within Flood Zone 1, and does not therefore require a flood risk assessment.