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New Lane, Havant

Design and Access Statement

LOCATION
Havant

APPLICANT
Hellier Langston

DATE
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HGP REFERENCE
22.015

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P2 - Client comments incorporated

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REVIEWED BY
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Introduction

Preface and Project Team

This Design & Access Statement is to support the Planning Application and explain the rationale behind the proposed development of land at New Lane, Havant on behalf of Hellier Langston.

The almost 2.5 acre site is currently an ageing industrial building serving as a warehouse and distribution centre. This application seeks to provide 6no. new industrial units with associated service areas and parking.

The statement should be read in conjunction with all formally submitted application material including the supporting reports and application drawings.

The DAS will introduce the site and analyse its context, opportunities and constraints, demonstrate development of a concept and present a solution appropriate for the site.

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Site Location



Site Location

The site is located on the junction of New Lane and Stanbridge Road, just north of Hayling Island. This area is served by the A27 and by train connections to London and Brighton.

The site has good access to hospitals, public transport, schools and local shops along Saint Albans and Park Road. It is 4.7 miles north east of Portsmouth and 2.5 miles from the A3 and Purbrook. New Lane provides a demarcated cycle lane running south to Eastern road and North to Barton road.

The neighbouring properties to the North, East and South are all commercial sites, of which the site to the North (Spring Business Park) has recently been redeveloped with 12 units ranging from 4,000 to 16,800 sq ft. The western boundary of the site is formed by New Lane which is edged by substantial trees, a stream and residential properites.

Site Address

36 New Lane
Havant
PO9 2JL

Site Area

9 841m²
2.43 acres



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Analysis

Existing Site

The site is part of the New Lane Industrial Estate, which is home to a number of industrial, warehouse and business occupiers. The site is currently the home of Qvis Lighting & Security, a leading distributor of CCTV & security products.

The external perimeter of the site is secured with palisade fencing and the external areas are hard paved in tarmac with small areas of soft landscaping. The photographs opposite illustrate the existing building.

The Environment Agency flood risk map shows the site is within flood zone 1, which is considered to have a low probability of being affected by fluvial or tidal flooding. Please refer to Baynham Meikle's Floor Risk Assessment & Drainage Strategy Report for further details.



01 View of the pedestrian entrance on New Lane and the main entrance.



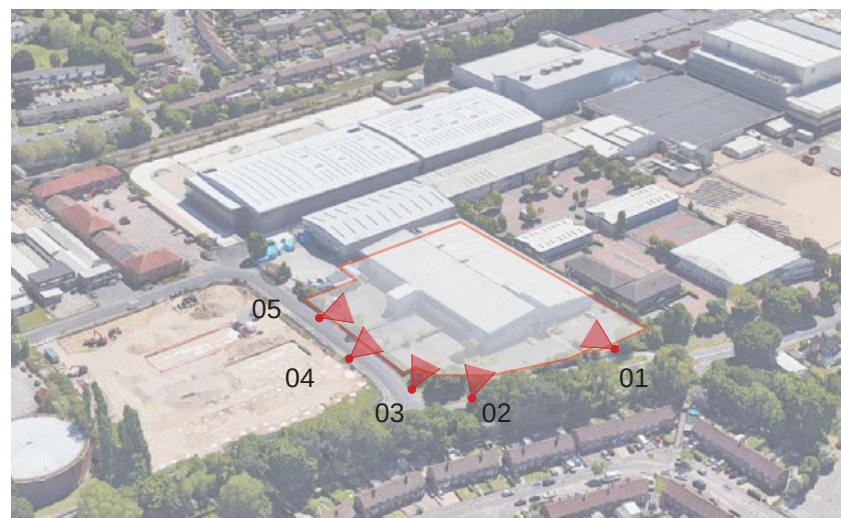
02 View from the post box in New Lane to the main entrance of the Building



03 View of secondary entrance to the existing building from Stanbridge Road



04 View of existing vehicle access from Stanbridge Road.



<https://www.google.co.uk/maps/>



05 View from Stanbridge Road to Secondary Service Entrance

Local Context

As noted previously, the site forms part of the New Lane Industrial Estate and as such all of the surrounding built form is of a similar nature. Large, volumed buildings with shallow pitched or flat roofs. Clad with composite cladding panels and glazed entrance features, alongside concrete and tarmac parking areas and sparse soft landscaping.



01 Spring Business Park, 38 New Lane, Havant.
<https://www.kingsbridgeestates.co.uk/>



02 32 New Lane, Havant.
<https://www.32newlanehavant.co.uk/>



03 Kenwood Business Park, New Lane, Havant
<https://www.portsmouth.co.uk/news/people/>



04 Velocity, Stanbridge Road, Havant
<https://taurusdevelopments.com/projects/velocity-havant/>



05 Danosa, Stanbridge Road, Havant

Opportunities and Constraints

Opportunities

- Replacement of a large, unsightly, out of date and ageing building.
- Reinforcement of street scene along New Lane
- Reduction of the visual impact of the unsightly parking area, with the use of built form.

Constraints

- New Lane and junction with Stanbridge Road.
- Existing built form of the surrounding properties

Key

- Main Road
- Secondary Road
- Existing access to site
- Existing buildings to be demolished
- Storey heights
- Existing trees
- Sun path



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Concept

The existing building on site is large, outdated and at the end of its design life. The proposal to demolish the building, will provide the opportunity to develop the site to provide a greater mix of smaller, more energy efficient units, more suited to the current requirements of potential end users.

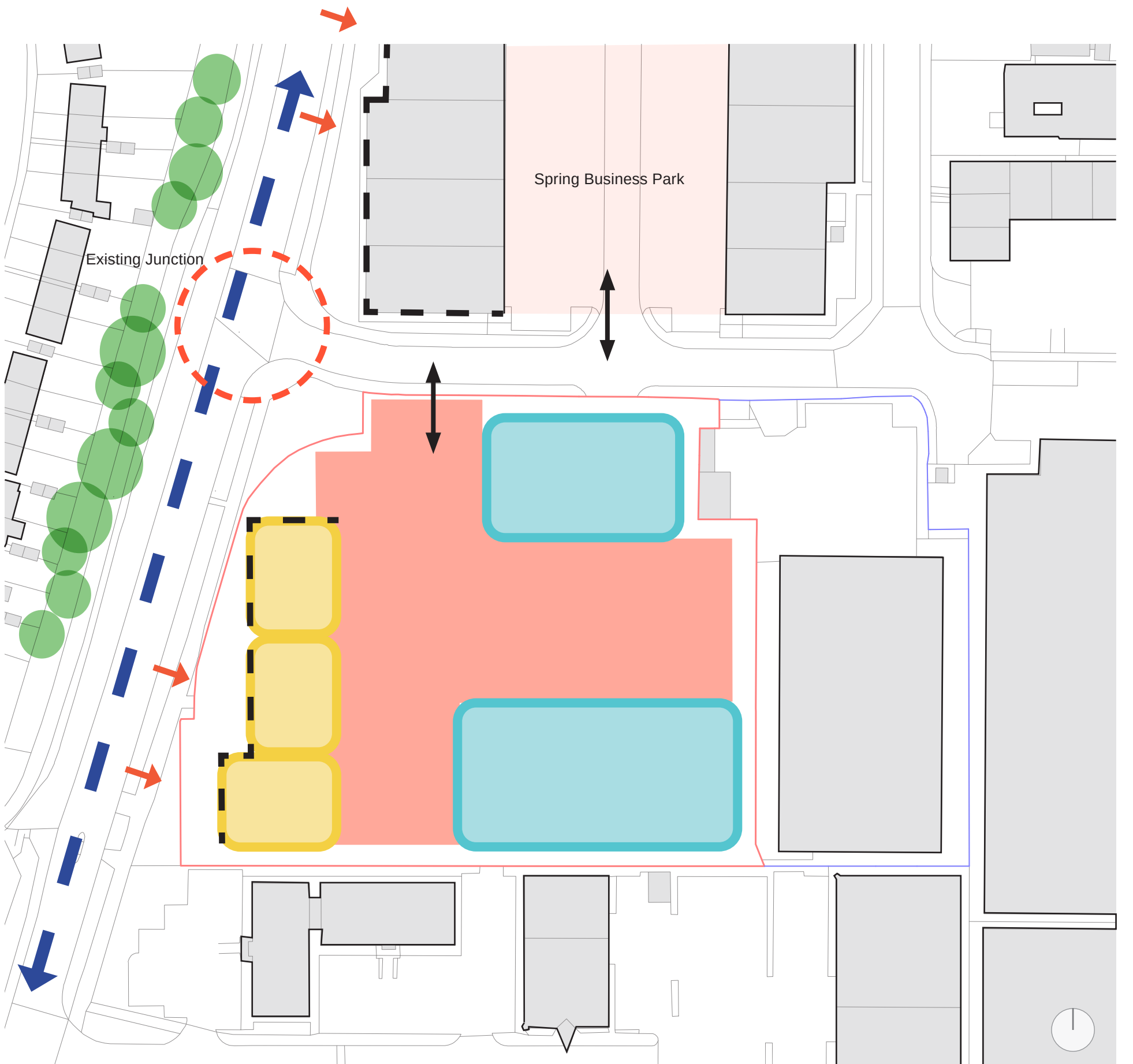
The key driver of the design development was to provide a mix of unit sizes suitable for use classes B2, B8 & E whilst maintaining the overall floor area of the existing building.

The initial concept was to provide a simple terrace of 3no. smaller sized units along New Lane, to reinforce the street scene created by the development of Spring Business Park and help to create more robust and articulated gate way into the industrial site. These would be complemented by two large units, with associated service areas and parking.

Whilst the layout addressed the constraint of the residential properties on New Lane by providing a physical buffer from any potential noise pollution, it did not provide the total floor area required and the service/loading areas were restricted.

LEGEND

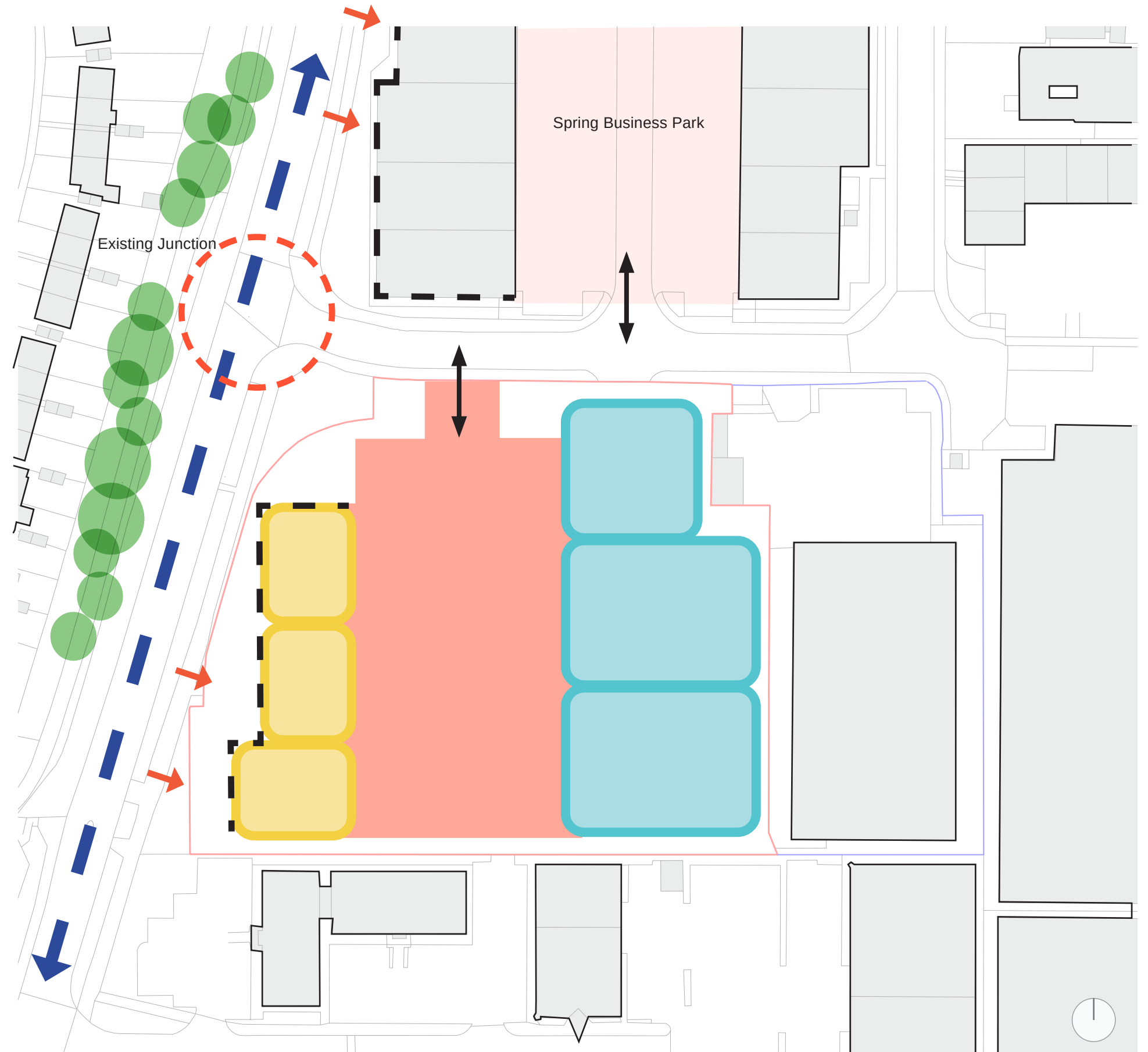
-  New Lane with Cycle routes
-  Aspect from New Lane
-  Service / Loading area and parking
-  Small Unit
-  Large Unit



Further iteration led to the retention of the proposed terrace along New Lane while looking to address the service/ loading restrictions by providing an additional terrace of larger units, mirrored around a central access road and service area.

This proposal came closer to providing the area required and improved the proposed servicing and access arrangements, but the loading areas were still compromised and the parking allocation was below the minimum standards required.

However, it was felt that it provided the better layout for the site and with a reduction in the total floor area required, could be made to work. It was therefore deemed that this should be the option to be developed further for the final design.



LEGEND

-  New Lane with Cycle routes
-  Aspect from New Lane
-  Service / Loading area and parking
-  Small Unit
-  Large Unit

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Proposal

Site Plan

The application is for the construction of 6no. industrial units, with use class B2, B8 and E totalling a gross internal area of 4537m2/ 48,836sqft.

AREAS

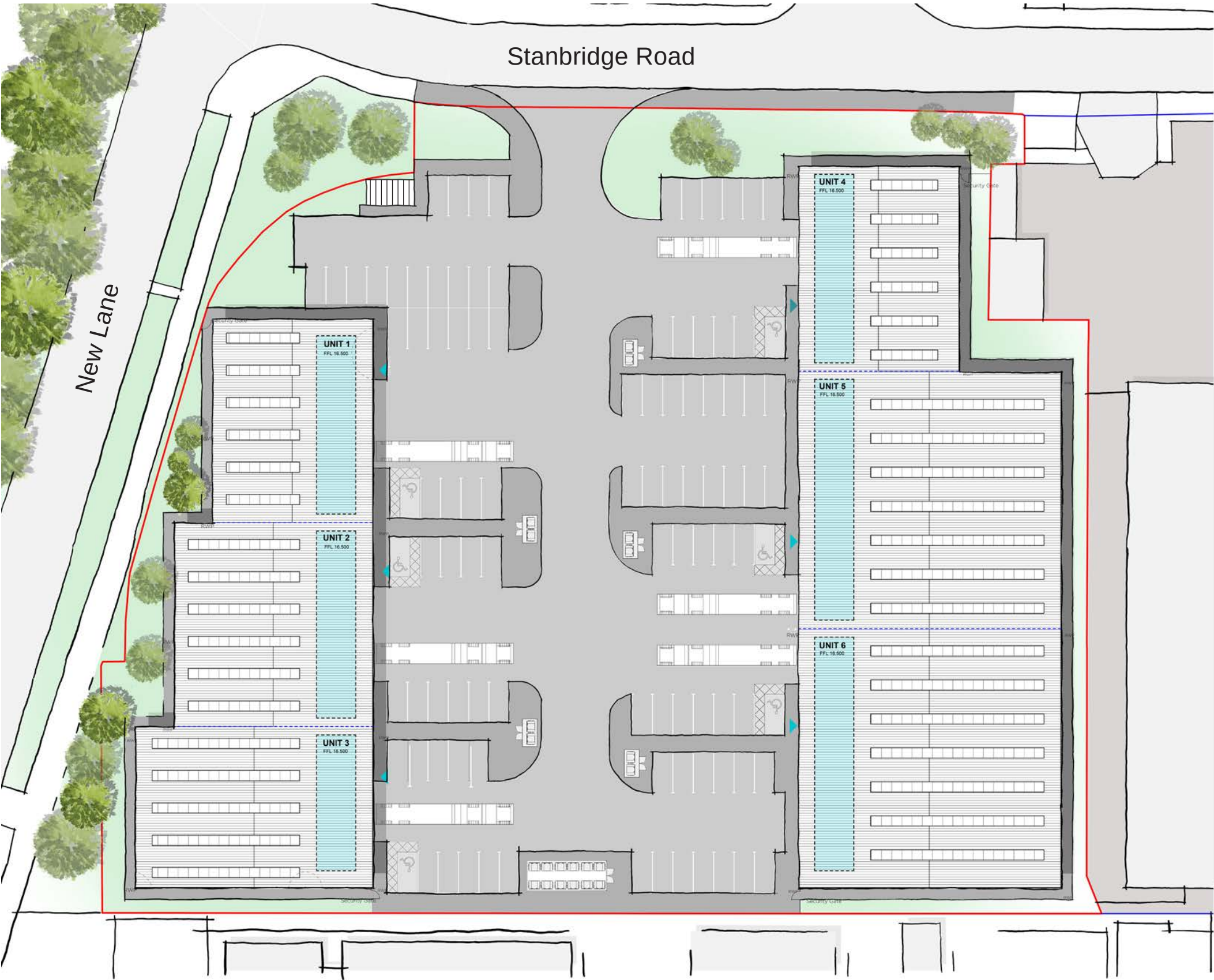
	Ground Floor	Mezzanine	TOTAL
UNIT 1:	4682ft² / 435m²	1571ft² / 146m²	6253ft² / 581m²
UNIT 2:	5780ft² / 537m²	1550ft² / 144m²	7330ft² / 681m²
UNIT 3:	5252ft² / 488m²	1173ft² / 109m²	6425ft² / 597m²
UNIT 4:	4682ft² / 435m²	1571ft² / 146m²	6253ft² / 581m²
UNIT 5:	9655ft² / 897m²	1560ft² / 145m²	11,215ft² / 1042m²
UNIT 6:	9730ft² / 904m²	1582ft² / 147m²	11,312ft² / 1051m²
TOTAL			48,788ft² / 4533m²

Total Parking - 101 spaces

Layout

The practical needs of a typical B2, B8 and E user where fundamental elements when exploring the options for the layout. With each unit having its own parking and loading area, directly accessed from the central spine road.

The first-floor mezzanine office space of all units has been located within the buildings to provide natural surveillance over the site access road, parking and loading areas.



Scale and Apperance

Careful consideration has been given to the scale of the units within the context of the surrounding buildings and the appearance, to ensure that all units have a uniform aesthetics and a sense of continuity when viewed from the wider site.

The overall height, scale and massing of the proposed development has been driven by the function of the units and governed by the internal clear height requirement of 10m to the underside of the structural members. The roof of each building has a shallow pitched roof to keep the overall height as low as possible.

The proposed buildings will incorporate a steel framed structure, clad with metal composite panels, synonymous with modern industrial construction and similar to other buildings found within the wider New Lane Industrial Estate.

Each building sits under a shallow pitched metal clad roof, with integrated rooflights providing natural daylight to the main body of the unit. The pedestrian and vehicle access to the units will be expressed by a feature entrance, formed with aluminium cladding details and profiled cladding to contrast against the flat panels of the main building. A ribbon of windows is provided within the entrance feature, to provide natural light and surveillance from the first-floor mezzanine.

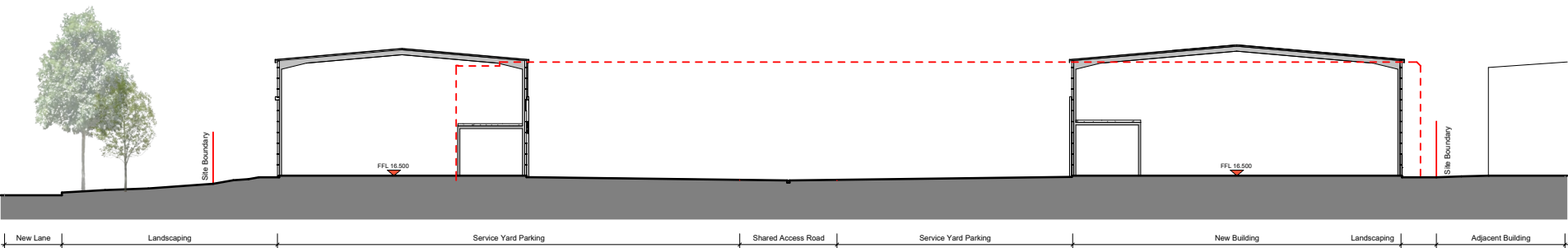
The entrance feature, minus the access doors, will be replicated on the West elevation facing New Lane, to break up the mass of this elevation and provide visual interest.



Main Elevation from Service Area



New Lane Elevation



Proposed Site Section

Materiality

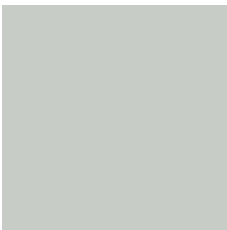
A simple palette of muted greys is proposed for the roof and main body of the units to repeat the appearance of the surrounding buildings.

The entrance to each unit will be expressed with a darker grey aluminium box section and bronze metallic ribbed cladding to add interest and texture.

First floor ribbon windows, glazed entrance doors and roller shutter loading door will be polyester powder coated to match the colour of the feature box section.



Entrance Feature



Goosewing Grey
Profiled Cladding Panels



Bronze Metallic
Micro Rib Cladding Panels



Merlin Grey
Flat Cladding Panels



Umber Grey
Box Flashing

Access

The site already has well established transport links for both vehicles and pedestrians. With the existing junction at New Lane and Stanbridge Road providing direct access into the industrial estate.

The site currently has two existing vehicle access points from Stanbridge road, at the north of the site. It is proposed that the existing access points will be closed off and new junction will be provided closer to New Lane, which will be suitable to accommodate the movement of articulated vehicles. See transport assessment for further details.

A 2m wide footpath runs along the eastern side of New Lane, heading north towards Barton Road and south towards the centre of Havant. Dropped Kerbs adjacent the site provide safe crossing points to the footpaths on the western side of New Lane.

The eastern footpath links to the footpath on Stanbridge Road and this will be continued into the site. Beyond this, pedestrian provision will be through a shared surface environment common with employment and commercial areas. To ensure inclusive access, proposals will be developed in line with the guidance of Approved Document M of the Building Regulations.

New Lane also provides designated cycle lanes on both sides of the carriageway, offering a safe environment for on-road cycling. A covered cycle shelter will be provided on site to promote this mode of transport.

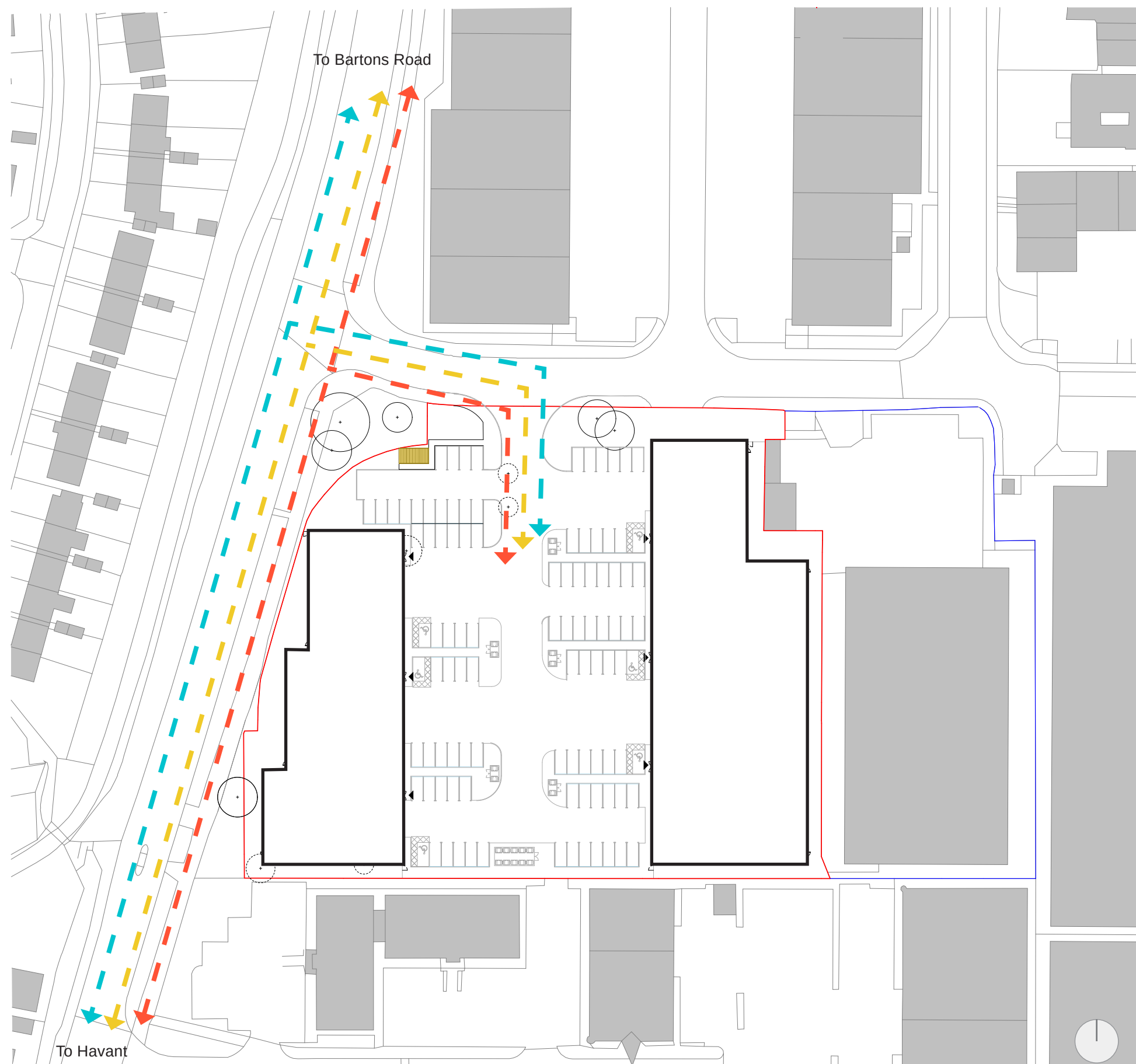
The site is also well served by public transport, with a frequent bus service running between Havant and Portsmouth to St Albans Road, approx. 575m from the site. Havant Railway station is located within a comfortable walking distance from the site and is regularly served by services from London, Portsmouth and Southampton.

Car Parking provision will be provided in accordance with Havant Borough Council's car parking standards and has been fully demonstrated within the Transport Statement which will accompany the planning application.

The development will also provide the infrastructure required to allow easy installation of electric vehicle charging points in the future.

LEGEND

- Sheltered Cycle Enclosure
- Vehicle Traffic
- Cycle Traffic
- Pedestrians



Refuse Strategy

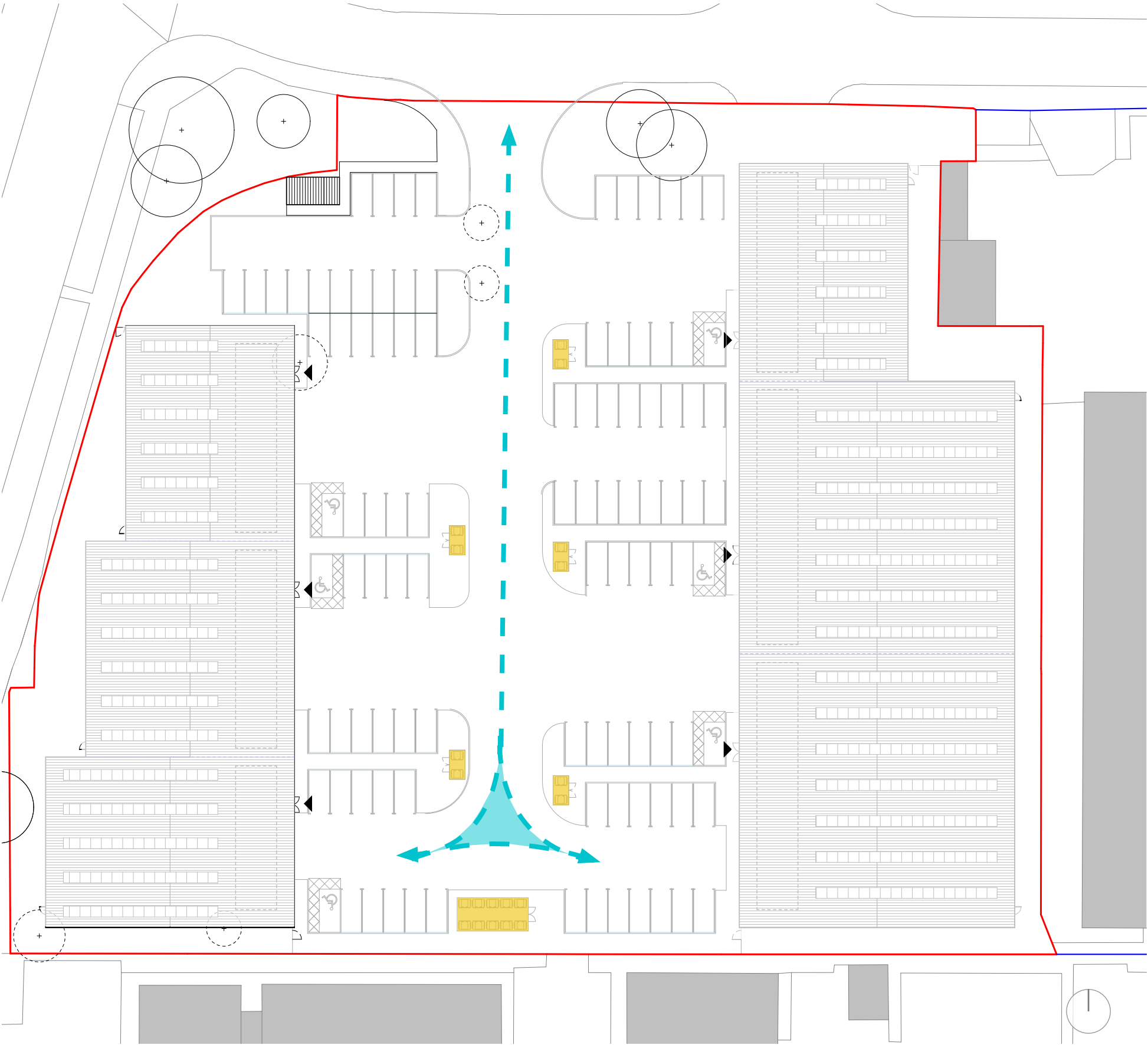
It is an important part of any development that careful consideration has been given to the storage and removal of waste and recyclable materials.

Table 1 of British Standard 5906; Waste Management in Buildings, notes that for an industrial unit the weekly waste arisings should be calculated as 5litres of waste per m2 of floor area. The proposed scheme has a total gross internal area of 4533m2, so in line with BS5906 will generate a total of approximately 22,665 litres of waste.

To ensure that this can be accommodated, a number of refuse compounds will be provided within the site, with easy access for the collection vehicle. The compounds will be screened with 18.m high close boarded fencing and matching access gates.

LEGEND

-  Refuse Compound
-  Refuse Vehicle Access



Concluding Statement

In summary, the proposed design:

- Replaces an ageing building, reaching the end of its design life, with new modern energy efficient facilities more suitable to end-user requirements.
- Provides a variety of B2, B8 and E uses, ranging from small units for start-up businesses, to larger units for a mixture of commercial uses.
- Benefits from good accessibility both by road and public transport and is well served by local facilities.
- Responds to the local context and appearance of other buildings found within the wider New Lane Industrial Estate.
- Reinforces the street scene created by the development of Spring Business Park and reduces the visual impact of unsightly parking area.
- Ensures that the built form contains all the noise and general disturbance within the central yard area, reducing the adverse effect on the neighbouring residential properties.

With consideration of its context, we believe that this proposal is a positive and sympathetic contribution to the area.



Thank you