



DESIGN & ACCESS STATEMENT

REPLACE EXISTING WAREHOUSE WITH NEW 2-STOREY BUILDING

Unit 3 Station Approach, Emsworth, Hampshire, PO10 7PW

Racquet Sports Group

TEMPLE FORD DESIGN architects

Suite K Anchor House, School Lane, Chandlers Ford, SO53 4DY

Client and Brief

The existing property is a detached single storey warehouse that was built in the mid-20th Century. The accommodation comprises the main entrance area to the front elevation which opens onto the office area. Beyond that is the open plan storage area of the warehouse as well as 2no. w/c's, one near the entrance and one to the rear. There are a further two entrances into the warehouse, a roller shutter door to the side elevation which is currently used for deliveries, and one larger roller shutter door to the rear.

The warehouse has a corrugated sheet finish to the main roof with a combination of red facing brickwork and render to all the external walls. The existing windows and doors are a mixture of timber and uPVC throughout. The existing warehouse structure is formed by a pre-cast concrete portal frame and concrete purlins.

The owners of the property have appointed Temple Ford Design Ltd to prepare existing and proposed drawings for a planning application.



Figures 1 & 2 Existing Warehouse Front & Rear Elevations

Planning History

1. A pre-app submitted on 29th April 2019 for a proposed extension to the existing warehouse. Reference no.: GEN/19/00166.
2. Planning permission was granted for the internal and external refurbishment of the existing warehouse on 23rd May 2019, Reference no.: APP/19/00253.

The summary of the proposed changes in relation to that application are as follows:

Replacement of cladding to the roof and the walls with new insulated cladding panels, the addition of rooflights to the south and north elevation and replacement of all windows and doors; installation of photovoltaic panels to the south elevation; creation of ancillary trade counter.

3. A planning application was submitted January 2020 for a 2-storey extension to the existing warehouse - APP/20/00061. This application was withdrawn April 2020.
4. Planning permission was granted for a single storey extension on 23rd October 2020, Reference No.: APP/20/00529.

The summary of the proposed changes in relation to that application are as follows:

Single storey extension as a continuation from the existing warehouse with the addition of a single storey link building between the two, new parking platform near the entrance to building.

5. A pre-app submitted on 20th August 2021 for the existing warehouse to be demolished and a new modern 2-storey structure constructed in its place.

Reference no.: GEN/21/00892.

Summary of proposed changes

Due to the ongoing success of the business the client is looking to expand the premises to allow them to grow and provide a space that meets their current requirements and future aspirations. The current building is dated, does not meet current regulations and does not provide enough space for storage and operational purposes.

It is proposed to demolish the existing building to allow for a new 2 storey structure to be constructed which will act as a continuation of a single storey extension that received planning permission in October 2020 (Ref: APP/20/00529). The structure will consist of a steel frame with the roof and walls clad in insulated cladding panels. There will be brick panels to the front elevation and to the perimeter at low level (brickwork is to match existing). The doors and windows will be aluminium double glazed with security systems in place throughout. In the roof will be a series of rooflights and photovoltaic panels.

Context

Station Approach/Sultan Road is located on the northern outskirts of Emsworth, found between Portsmouth and Chichester. The Racquet Sports Group site backs directly onto the rail line that leads to Emsworth train station a little further to the east of the site. The nearby buildings approaching the site mainly comprise single and double storey office & warehouse buildings. As the site is at the end of the road there are no directly adjacent neighbours and no overlooking issues.

Areas

Gross internal floorspace of existing warehouse	= 725 square metres
Gross internal floorspace of single storey extension (Approved Planning Ref: APP/20/00529)	= 565 square metres
Gross new ground floor internal floor space	= 621 square metres
Gross new first floor internal floor space	= 724 square meters

Land Contamination

As stated in the pre-application response (GEN/21/00892), following previous applications that identified that no remediation was necessary, Environmental Health will not seek further investigations within the footprint of the existing building.

The soils reports prepared for the previous application are not included with this application but can be provided upon request.

Noise, Dust & Vibration

Hayes McKenzie, Consultants in Acoustics undertook a noise report (3443-L01) for the planning approved single-storey extension (Planning Ref: APP/20/00529), following the withdrawal of a planning application (Planning Ref: APP/20/00061) for a 2-storey extension, to the eastern end of the site after the Environmental Protection Department at Havant Borough Council expressed concerns relating to disturbance to existing residential occupiers from *'noise associated with vehicle movements (deliveries, dispatches, reversing alarms for transport vehicles and on-site vehicles eg forklifts) and noise from any externally mounted plant (air handling etc for new warehouse/offices'*.

Although the anticipated increased sales are likely to be higher than the 10% per annum stated in the report, the principles of the report remain consistent with the design of the current proposal.

A copy of the report is being submitted alongside this application.

During the construction phase, it is acknowledged that a degree of dust, noise and vibration will be generated within the local area and that this must be addressed to minimize the effect on neighbouring occupants and properties.

Noise from all items of site plant will be kept to a minimum with best practical measures being implemented to control noise. Operations that are likely to generate higher levels of noise and vibration will be undertaken in a manner that minimizes this nuisance. If it is impracticable to incorporate satisfactory measures to adequately suppress noise and/or vibration nuisance then these elements of works will be undertaken during restricted working hours to minimize the effect on neighbouring occupants and properties.

Battery operated equipment will be used where possible to reduce fumes and any site plant or machines will not be left running when not in use. Suppression and control measures will be implemented.

Dust will be controlled by damping down within the site perimeter and the use of covered skips and enclosed compounds where practicable.

Air Quality

As stated in the pre-application response (GEN/21/00892), it does not appear likely that Environmental Health would have policy support to require improved sustainability credentials on grounds of air quality. That said, in planning terms this is a major development, and the proposals offer some mitigation measures which offset emissions that are proportionate to the scale and nature of the development:

- installation of photovoltaic panels to the south elevation of the proposal which will help in the reduction of emissions associated with the combustion of fuel

- Motor vehicles are a major source of pollution in the borough.

The site has connections to the local and strategic road network with reasonable facilities provided for walking and cycling to, from and through the area. A range of bus and rail services are provided close by with links to local and further afield destinations, providing alternatives to the private car.

Research to determine likely impact on the existing road network has been undertaken, using evidence from existing and likely travel demands. Minimal additional staff and vehicle movements are planned as part of the proposals. Thus, a very minor increase in traffic levels has been identified, with minimal impact likely on the surrounding area and road network.

A formalised car parking area and cycle parking is to be provided and this, it is planned, will further reduce any traffic impact the development may have on the local surroundings.

Parking

The proposed development provides 16 parking spaces, 14 of which are to be 2800mm wide instead of the standard 2400mm at the clients' request, with 2 accessible parking spaces.

Current car parking requirements state there is to be 1 space provided for every 90m² for warehouse developments. Due to the lower levels of staff required for the business and the close proximity of the train station and good accessible transport links, the applicant requests that these factors be taken into account in light of the parking requirements.

A supporting transport and parking assessment will be submitted with this application.

Lighting Assessment

During construction, flood lighting, security lights and any other obtrusive external lighting shall be sensitively located to avoid nuisance to neighbouring properties and the adjacent rail line. The lighting shall only provide the necessary illumination for the relevant tasks. The direction and angle of any external lighting shall not cause light spill, glare or nuisance to neighbouring properties or the adjacent rail line. Where practicable, the use of shields or covers will be used to minimise the level of obtrusive light beyond the site boundary. The use of localised lighting shall be used wherever possible to avoid excessive illumination of inactive areas.

Upon completion, any lighting that may be required by the applicant has yet to be determined but will not materially alter light levels in the environment around the site and/or have the potential to adversely affect the use or enjoyment of nearby buildings or negatively impact the adjacent rail line.

Ecology Assessment

Lowans Ecology undertook a Biodiversity Survey/Assessment in November 2019 for the planning approved single-storey extension (Planning Ref: APP/20/00529). The site has not changed since this

report was undertaken and a copy is included with this application.

A summary of the results of the report is as follows:

- The existing building to be demolished was found to have negligible potential for use by bats.
- The adjacent trees have no potential roost features that could be used by bats.
- The scrub area has potential to be used by nesting birds. *Mitigation will be undertaken in accordance with the report.*
- No signs of badgers were found within the site.
- The site has negligible potential to be used by dormice.
- The scrub area has the potential to be used by common reptiles. *Mitigation will be undertaken in accordance with the report.*
- The scrub area has the potential to be used by over wintering amphibians. *Mitigation will be undertaken in accordance with the report.*

Flood Risk Assessment

As the proposal has the same roof footprint as the existing building, there is no increase in roof surface and as such will not adversely effect the current flood risk.

A floor risk assessment was carried out as part of the previous application (Planning Ref: APP/20/00529) which is not included with this application but can be provided upon request.

Concept

The proposal has been carefully considered and designed to provide the client with a modern, well insulated warehouse which gives them enough working & storage space for their current requirements and future aspirations.

There will be no overlooking issues and it cannot be seen from the main road. The design is in context with the type and style of the surrounding properties with the proposed materials intended to blend with the existing architectural language.

The proposal will provide secure, sustainable and resilient design, improved accommodation and no loss of amenity to adjoining properties.

The applicant kindly requests approval of the proposal.