

STANBRIDGE ROAD
HAVANT PO9

PROPOSED REDEVELOPMENT OF INDUSTRIAL SITE

DESIGN AND ACCESS STATEMENT



March 2015

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1.Introduction

Cornish Architects have been appointed by BCP (Havant) LLP to prepare a proposal for the redevelopment of this existing, vacant industrial /warehouse building. The premises at Stanbridge Road were previously part of the Pfizer complex but were vacated in August 2011. This application seeks planning consent for replacement B1, B2 and B8 buildings on the existing industrial estate. This employment site provides the opportunity for companies to locate within a popular and accessible industrial/warehousing estate which benefits from good communication routes and easy access.

This statement has been prepared by Cornish Architects with input from specialist consultants and should be read in conjunction with the application form, drawings and supporting documents. The application aims to demonstrate how we have taken account of the requirements of the brief and set these in the context of the Local Authority's policies.

Buildings on the site proposed for redevelopment are no longer suited to modern business needs and current building performance standards. It is therefore proposed that the existing buildings will be demolished as part of the proposals.

The Applicant is looking to invest in the estate to update and regenerate through the replacement of the existing building which has been extensively altered over the years.

New developments can have significant effect on the character and quality of an area as they define spaces, streets and vistas and when well designed their effects will be to the benefit of the area. It is recognised that good design can help promote sustainable development; improve the quality of the existing environment; attract investment; and reinforce civic pride and a sense of place.

One of the aims of this statement is to demonstrate how we have taken account of the need for good design in our proposal and how the proposal responds to its surroundings and context. The first part of the statement will explain the local context that has been taken into account in the design development. The second part of the statement will explain the proposal, how it relates to the existing buildings and its surroundings, and how accessibility and security have been an integral part of the design.

The statement is in accordance with CABE guidance on Design and Access Statements 2006 and should be read together with the drawings listed in the Application Drawing Schedule (section 8), the Planning Statement, Transport Statement and other supporting documents.



Aerial view locating the site



View of the site

2.0 Site Context

2.1 The site

The total site area of the building in question and its ancillary external areas is 1.95 hectares. This is shown on the attached aerial views. The existing building comprises 14,875sqm area.

Access to the site is off New Lane from Stanbridge Road via a secure gated access point. The site is entirely within the New Lane Industrial Estate.

To the north of the site lies the Oakwood Centre, to the west there are further industrial premises and the Hayward Business Centre.

To the south lies the Pfizer industrial complex. The eastern boundary is formed by the mainline railway.

2.2 Environment & Surrounding Buildings

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. There is a residential area to the east beyond the railway line.

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 no soft landscaping.

The photographs on the following page illustrate the existing building and some of the surroundings.



Existing building office frontage



Existing building part of loading bay



View of building to the south of the site



Site and surroundings viewed from the footbridge

2.3 Planning Policy

The following Planning Policies have been taken into account in developing the proposal.

The National Planning Policy Framework

The proposal reflects the principals of sustainable development set out in the NPPF. By regenerating a brownfield vacated industrial site the proposed improvements will address modern business needs, allow flexibility for the future and make a positive contribution to the area. The selection of materials will compliment those used locally thereby reflecting the identity of the area.

Havant Core Strategy

The Core Strategy acknowledges the importance of New Lane as an economically important industrial area. The site is an existing employment site.

Policy CS2 Employment

This Policy centres on providing additional employment land but also confirms the need to utilise previously developed land.

It acknowledges that the preferred location for office use is within the town centre and promotes existing business clusters.

The policy seeks to safeguard existing employment sites that are fit for purpose and to promote job creation to produce an economic output on existing sites.

This proposal addresses the aspirations of the policy by re-vitalising this part of the estate to meet the needs of modern industry thereby seeking to improve employment opportunities and consequent economic output.

Policy CS3 Skills and Employability

The proposals will create a building that will be fit for the needs of modern industry thereby attracting new employers who will call on the skills acquired through the Borough's initiatives on raising local skill levels.

Policy CS14 Efficient use of resources

The new construction will meet modern standards of efficient design, utilising sustainably sourced, recyclable construction materials. Thermal efficiency and building systems will comply with modern standards. Overall the design will be developed to target a BREEAM rating of Very Good in accordance with this Policy.

Policy CS15 Flood and coastal erosion risk

The site lies outside flood risk zones 2 and 3 and is not affected by coastal erosion.

Policy CS16 High Quality Design

The proposal respects the local context, integrates and makes a positive contribution to the built environment. It produces a positive contribution to the estate and appropriate relationships with neighbouring buildings. The building form and materials used in the new cladding will be of modern high quality. The design will be inclusive for people with disabilities complying with all the requirements of the Building Regulations. The design respects the location and by the proposed orientation of buildings and vehicle areas gives due regard to neighbouring properties as not to cause unacceptable harm to the amenity of neighbours through smell, loss of privacy, noise or overlooking.

Policy C17 Concentration and Distribution of Development within the Urban Areas.

The proposal makes effective use of land in the borough by complying with this policy and developing within the existing employment zone.

Policy DM3 Protection of existing employment and Tourism Sites

By upgrading the existing premises to modern needs, the proposal meets the Policy aims to help protect an existing employment site.

Policies DM11, 12,14.

The site has good access through the road network serving the estate. Within the site, the proposals include clear separation of goods and service vehicles, dedicated parking provision and purpose designed covered secure cycle parking.

3 Overall considerations & objectives

3.1 Brief and Design Objectives

The Client's brief is:

To redevelop the site to provide new B1, B2, B8 accommodation to suit current needs for industrial warehouse premises and institutional standards.

At this stage the application is in Outline form and the Client is therefore considering a potential range which could suit either a single end user or options for a number of users. The eventual proposals will respond to market demand within the parameters of the outline proposals.

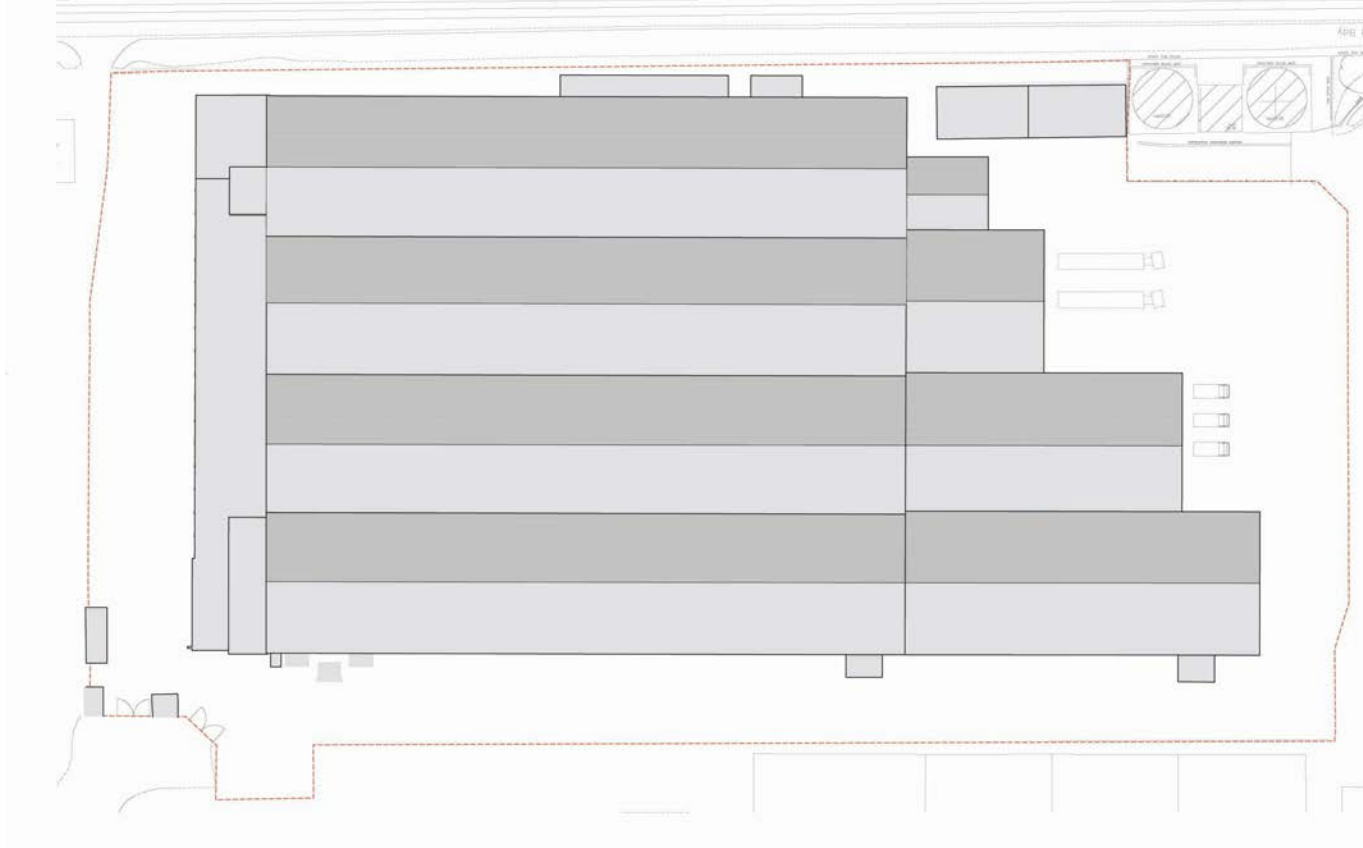
3.2 Design Concept & Development

The proposal is to demolish the existing vacated buildings and to redevelop the whole site.

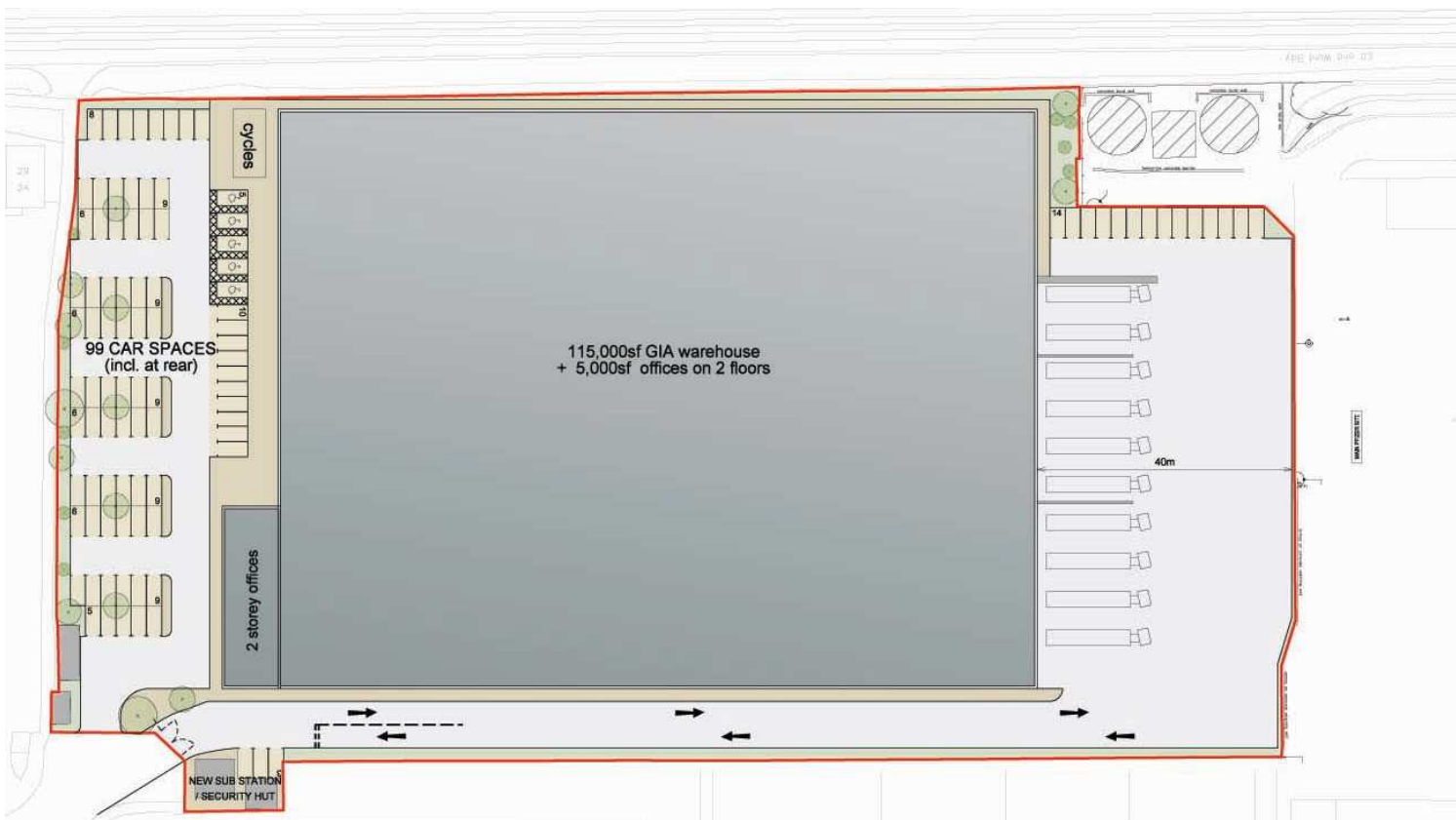
Features and constraints of the site include access at the north west corner, a footpath to the north just beyond the site boundary, existing above and underground infrastructure services, the main line railway to the east of the site with housing beyond, surrounding industrial units.

Within these constraints, the concept is:

- To utilise the access point to serve both car and delivery vehicles but to separate these as far as possible to maximise safety on the site.
- To position the new building(s) along the eastern boundary—this will enable the building to form a clear boundary to the industrial area. Whilst the main line railway passes behind the site alongside the residential properties, the building will help act as a barrier to noise that may be emitted from the industrial zone.
- To locate car parking either to the north of the building—as illustrated on the single unit plan, where there will be least impact on the surroundings and maximise separation from deliveries, or on the western side of the development in the case of a multi unit option.
- To locate the delivery vehicles either to the south of the building—as illustrated on the single unit plan or on the western side of the development in the case of a multi unit option.



Existing site plan



Proposed site plan

3 Overall considerations & objectives

3.2 Design Concept & Development contd.:

The following sets out the intended design approach to the eventual building(s) based upon the submitted drawings .

The approach to the building form is to establish a regular rhythm to the cladding bays, utilising the functional elements of loading doors, pedestrian doors and docking bays to punctuate the elevations.

The ancillary offices would be expressed as a separate element clad in a complimentary material but of a different texture. The offices offer the opportunity to introduce glass features at the entrance and stairs with generous glazing to offices to ensure good natural light to occupants.

The whole of the elevations would be 'connected' visually by a horizontal feature banding which would also serve to 'interrupt' the height of the building.

The roof form is proposed to be a series of curves which would soften the roof line and reduce apparent height. The overhanging eaves would serve both functionally to contain the gutters, and visually to unify the roof form.

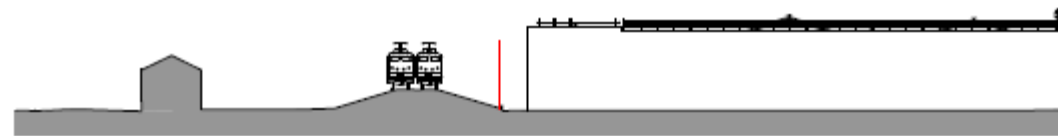
The relationship of the building to the site surroundings and scale is illustrated on the adjoining sections. These confirm that the building form would be in keeping with the industrial estate and at the same time not in conflict with the daylighting or amenity of the residential zone on the far side of the main line railway.



Existing east elevation in relation to adjacent buildings



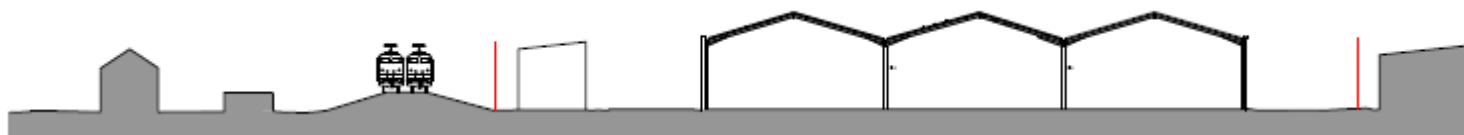
Proposed east elevation in relation to adjacent buildings



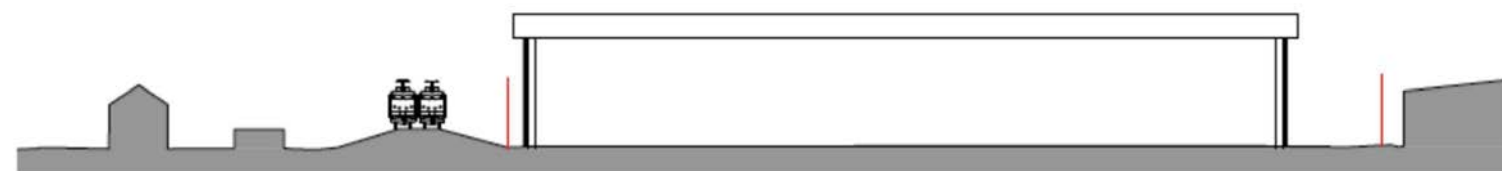
Outline of existing building (north end) in relation to surroundings



Proposed building (north end) in relation to surroundings



Outline of existing building (south end) in relation to surroundings



Outline of proposed building (south end) in relation to surroundings

4.0 Design

4.1 Use

The existing building was used as a production and warehouse facility with a considerable amount of ancillary office space together with loading bays and external yard areas.

The proposed building use will remain B1, B2 , B8 use with ancillary offices .

4.2 Amount

The existing building amounts to 14,875sm of warehouse and office spaces.

The proposed redevelopment seeks consent for up to 11.363 sm GEA as illustrated on the site layout drawing 15008/TP/006A.

4.3 Layout

The site layout would position the building(s) along the eastern boundary with separation of car and delivery traffic. Car and cycle parking is re-configured as indicated on the drawings and summarised below:

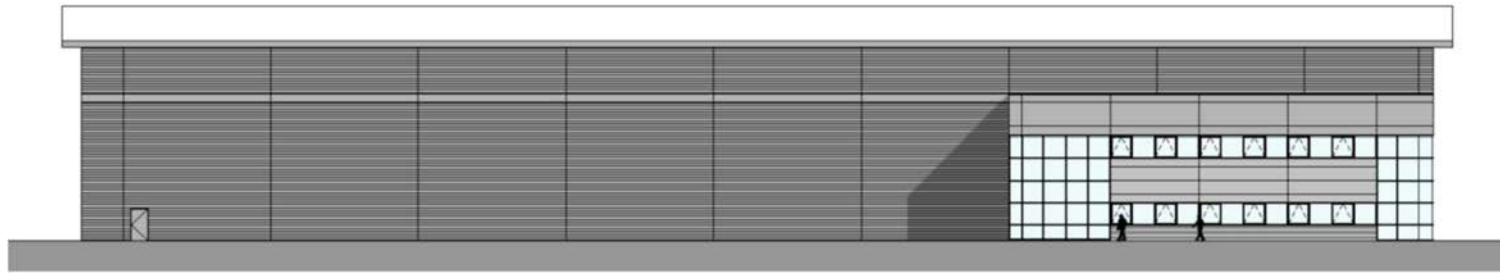
	DELIVERY	CAR	DISABLED	CYCLES
EXISTING	6	91	2	0
PROPOSED	10	99	5	47

This proposal will provide delivery vehicle parking at appropriate ratios for modern industrial use, car parking at a higher ratio than the existing but still within the Hampshire County Council maximum standard. Disabled parking and long stay cycle parking to meet the HCC standards.

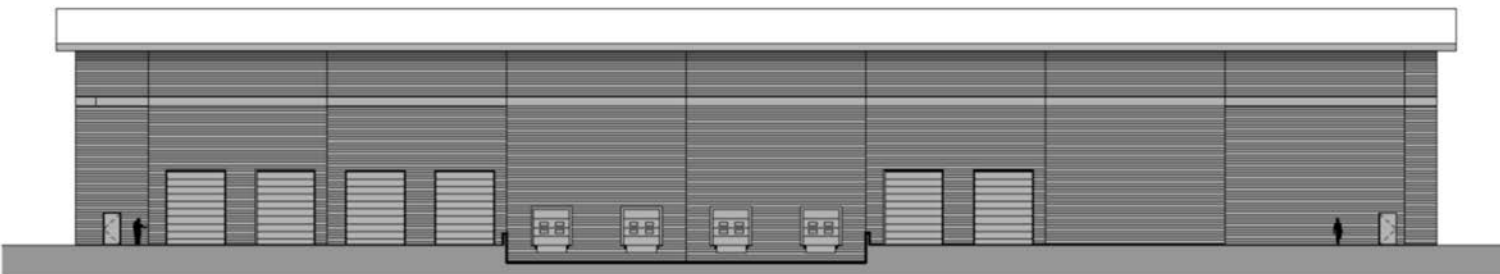
The above standards are those illustrated on the submitted drawing site layout plan 15008/TP/006A. Alternative permutations are illustrated on the site layout plans 15008/TP/10A and 11A which are offered for illustrative purposes.

4.4 Landscaping

The site is entirely hard landscaped. The proposals will include provision for planting in the car parking area to soften the approach to the building and the view from further afield e.g. when crossing the footbridge.



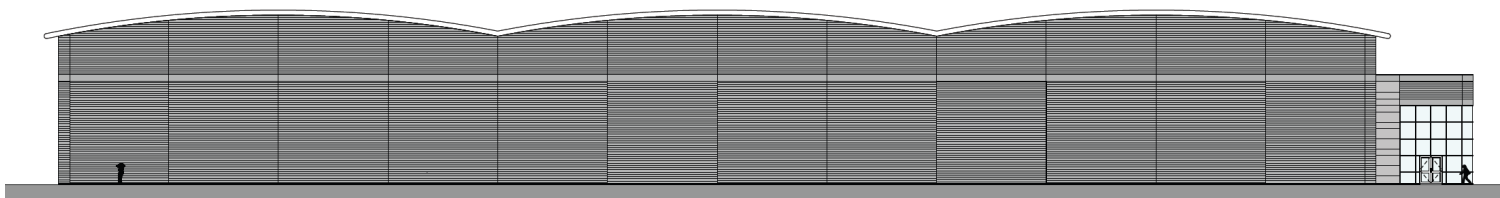
Proposed north elevation



Proposed south elevation



Proposed west elevation



Proposed east elevation

4.5 Scale & Density

As mentioned in previous sections, the proposal will reduce the density of building on the site whilst providing new premises suited to modern needs.. The scale of the development is sympathetic and in keeping with the surrounding context of the estate.

The height of the unit(s) is based upon achieving a clear internal height of up to 12m to meet the demands of end users.

4.6 Appearance

The elevational treatment provides a crisp modern solution utilising a combination of built-up metal cladding and composite panels, curtain walling and windows arranged in a sequence of bays to provide a rhythm along the elevations. Feature banding is incorporated to provide a unifying element and visually reduce the apparent height.

The roofline is softened by a curved form with overhanging eaves to provide additional visual interest.

Functional elements of loading doors, dock levellers, pedestrian doors and windows are used to add interest to the facades.

4.7 Security

The site is currently secured by perimeter palisade fencing and gates, This arrangement will remain.

4.8 Sustainability

It is generally acknowledged that the most effective way of addressing issues of sustainability in buildings is on the basis of 'fabric first' i.e. provide as efficient a building envelope as possible to reduce energy consumption. To this end the cladding envelope will be specified to provide high thermal efficiencies. The roofing will include triple skin rooflights which will provide high levels of natural daylight whilst maintaining insulation values.

Materials specified will target high levels in the BRE Green Guide ratings.

Building systems will be designed to be environmentally efficient.

Overall the design will target a BREEAM Very Good rating.

5 Access

5.1 Access to the site

The site is currently accessed directly off Stanbridge Road. The proposal maintains this existing access. Stanbridge Road is fully accessible to all emergency services.

5.2 Access within the site

Within the site, there will be full vehicular access to delivery vehicles and emergency vehicles. In order to provide pedestrian safety, a designated path will be marked from the site entrance up to the office entrance and to the rear of the building.

5.3 Accessibility for the disabled

Car access for the disabled will be available through the main site entrance point. Provision of car parking for people with disabilities will be provided in accordance with the Hampshire County Council standards. Within the building facilities for people with disabilities will include suitable lavatory accommodation, stairs designed to ambulant design standards, lifts or space for platform lifts to be installed.



6 APPLICATION DRAWINGS

15008/TP/001	Application Plan
15008/TP/002	Existing Site Plan
15008/TP/003	Existing Elevations
15008/TP/004	Existing Floor Plans
15008/TP/005	Site Location Plan
15008/TP/006A	Site Plan Scheme 1(for approval)
15008/TP/007	Proposed Elevation 1(for approval)
15008/TP/008	Proposed Elevations 2 (for approval)
15008/TP/009	Proposed Section (for approval)
15008/TP/010	Site Plan Scheme 2 (for information)
15008/TP/011	Site Plan Scheme 3 (for information)

