
DESIGN AND ACCESS STATEMENT

**ON BEHALF OF HARGREAVES
PROPERTIES LTD**

**IN SUPPORT OF PLANNING APPLICATION
AT
TRADE PARK, SOLENT ROAD, HAVANT**

May 2012



Our Ref: HLP/ljs/480/34/1

**51 Great Marlborough Street
LONDON
W1F 7JT**

0870 777 6292

www.rapleys.co.uk

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Contents

	<u>Page No.</u>
1. Introduction	1
2. Assessment	3
3. Evaluation	6
4. Design Solution	8
5. Access	11
6. Summary and Conclusions	13

1 INTRODUCTION

- 1.1 This Design and Access Statement has been prepared by Rapleys LLP, on behalf of Hargreaves Properties Ltd, and is submitted in support of a hybrid planning application for the redevelopment of the Trade Park, on Solent Road, Havant. This Statement should be read in conjunction with the other planning application submissions, including:
- (i) Planning Statement, prepared by Rapleys LLP;
 - (ii) Transport Statement, prepared by David Tucker Associates, and;
 - (iii) Draft Framework Travel Plan, prepared by David Tucker Associates.
- 1.2 The demise of the application site is detailed on drawing ref: 480-34-1_1, as submitted for the planning application.
- 1.3 The hybrid planning application is for redevelopment of the site to provide four employment/industrial units. The application seeks planning permission at differing levels of detail, relative to two phases of development on the site.
- 1.4 Accordingly, the description of the proposal is as follows:
- (i) Full planning permission for Phase 1 (unit 1 and unit 2), comprising up to 1,243 sqm of Class B1c use (light industry), and/or Class B2 use (general industrial), and/or Class B8 use (storage and distribution), to include ancillary trade counters and ancillary Class B1a use (offices), with associated access, car parking and landscaping.
 - (ii) Outline planning permission for Phase 2 (unit 3 and unit 4), with all matters reserved except layout and access, and comprising up to 3,388sqm of Class B1c use (light industry), and/or Class B2 use (general industrial), and/or Class B8 use (storage and distribution), to include ancillary trade counters and ancillary Class B1a use (offices), with associated access and car parking.
- 1.5 This phased approach intends to facilitate the relocation of two key businesses in the local area, EMP Tooling Services and Havant Motor Factors, from their existing premises on a nearby site (to the north east - on land bounded by Brockhampton Lane, Selbourne Road and Solent Road), to units 1 and 2 of the redevelopment scheme, as Phase 1 of the redevelopment proposals.
- 1.6 Marketing is proceeding for possible occupiers for units 3 and 4 (Phase 2) of the scheme, albeit this has not reached a stage whereby occupier requirements can be fixed. Thus, this application seeks outline permission for Phase 2, to approve the principles of development (including the proposed access and layout).
- 1.7 The Design and Access requirements of the site have evolved from an appraisal of the site's context, and against the background of its long-standing use for industrial / employment uses to date. In accordance with the requirement to formally state how design and access issues have been considered (under section 62 of the Planning and Compulsory Purchase Act 2004), this document addresses the design principles and concepts that have been applied to the development.

- 1.8 In this context, this statement provides an outline of the design rationale adopted for the site, by:
- (i) Reviewing the site and its surrounding area;
 - (ii) Evaluating the relevant constraints and opportunities for the site, and, thereby, for the development proposals;
 - (iii) Identifying and prioritising the design principles arising;
 - (iv) Promoting a design solution, as embraced in the scheme proposals, and
 - (v) Considering the accessibility of the scheme to all users.

2 ASSESSMENT

- 2.1 In this section, the site's characteristics are confirmed. The site is then assessed according to its physical context, social and economic considerations and, further, in terms of planning policy. The position can be summarised as follows.

The Site

- 2.2 The site is located approximately 0.5 km to the south-west of Havant Town Centre and is defined on the Site Location Plan, as referenced above. The site extends to approximately 1.34 hectares and is located to the south side of Solent Road. It is broadly rectangular in shape and generally level. The site benefits from a number of access/egress points on Solent Road and Brockhampton Lane.
- 2.3 The site currently supports a range of industrial and commercial units of one to three storeys, which comprise 5,533 sqm of floorspace. The existing buildings are in a dilapidated condition and largely vacant. In addition, it is notable that the buildings are oriented towards the Brockhampton Lane frontage (along the southern boundary of the site).
- 2.4 The site is wholly developed and does not support any significant areas of landscaping or trees. An existing telecommunications mast is sited near to the southern boundary. There are electricity substations to the south western corner of the site and adjoining its northern boundary.
- 2.5 A review of the site's planning history confirms that the site was developed in the late 1950s/early 60s for industrial purposes. The records held by the Council do not provide any details of subsequent planning applications relating to this site. Overall, therefore, records confirm that the site has been occupied for industrial purposes for several decades. Furthermore, it appears that there have been no recent proposals seeking redevelopment of the site either in part, or comprehensively, for either industrial or alternative uses.

The Surrounding Area

- 2.6 The site is largely bounded by highways, including Solent Road to the north, the Havant Bypass (A27) to the south and Brockhampton Lane to the east, which is a cul de sac and essentially provides access (servicing) to the Trade Park, a storage depot to the east and houses at the junction with Solent Road.
- 2.7 Adjoining the site, to the west, is Jewson's. On the east side of Brockhampton Lane, opposite the Trade Park, is a small group of terraced residential properties, in addition to further industrial units (to the south of the residential properties), which gain access from Brockhampton Lane. Further to the east, on Solent Road, are further class B employment uses (including the ICTS site, which is the subject of an outline planning application by Hargreaves Developments Ltd – as discussed further in the Planning Statement that accompanies this application), and retail uses (comprising the Solent Retail Park, and Tesco store with associated petrol filling station, to the north and south of Solent Road respectively).

- 2.8 Generally, the site lies within an industrial/commercial area. It has ready access to the town centre and the strategic highway network, including the A27, and the M27, providing links to Portsmouth and Southampton to the west.

Planning Policy and Guidance

- 2.9 The relevant Development Plan comprises, in part, the saved policies of the Havant Borough District-Wide Local Plan (adopted September 2005) and the Core Strategy (adopted March 2011). Whilst neither document makes specific reference to the application site, the Core Strategy does contain a number of policies that are directly relevant to the proposals, namely:
- (i) Policy CS2 – which confirms that planning permission will be granted for development proposals that, inter alia, prioritise the use of previously developed land for the provision of new employment floorspace and provide jobs, generate wealth or produce an economic output on existing employment sites that are not fit for current purpose;
 - (ii) Policy CS6 – which states that planning permission will be granted for development that positively contributes to the regeneration of the Borough, relative to the type of use and design;
 - (iii) Policy CS16 – which seeks a high standard of design for development, which helps to create places where people want to live, work and relax;
 - (iv) Policy CS17 – which encourages the most efficient use of land, and prioritises development on previously developed land, including redundant, derelict, or under-used land and buildings within the urban area;
 - (v) Policy CS20 – which suggests that development should not increase congestion, and should promote the better use of existing transport networks and improve accessibility to goods / services;
 - (vi) Policy DM3 – which protects existing employment sites for employment uses;
 - (vii) Policy DM11 – which seeks to ensure that every opportunity is taken to increase the integration of sustainable travel modes, and
 - (viii) Policy DM14 – which states that development will only be permitted where it provides parking for cars, motorcycles and cycles in accordance with the relevant standards.
- 2.10 From the foregoing commentary, and the Government's National Planning Policy Framework, the following summary themes arise:
- (i) The National Planning Policy Framework confirms a presumption in favour of sustainable development, which accords with the development plan – that presumption applies to this application;
 - (ii) The re-use of under-used / vacant sites within the existing urban area is encouraged;
 - (iii) The regeneration of existing employment sites is supported, in principle, and
 - (iv) Overall, proposals that deliver economic benefits, including the creation of new jobs, are supported.
- 2.11 The Planning Statement that accompanies this application sets out the detailed issues for consideration, and assesses the proposals relative to the relevant planning policy themes. In

these terms, it is concluded that the proposal accords with the development plan and will contribute to the achievement of relevant development plan objectives.

3 EVALUATION

- 3.1 This section summarises the key issues that, ultimately, have informed the design solution for the site's redevelopment. Effectively, it balances the site's opportunities and constraints.

Opportunities

- 3.2 In design terms, the location and status of the site represents a significant opportunity to provide enhanced and improved industrial / employment accommodation as part of the site's redevelopment, for the following reasons:
- (i) It is existing employment land;
 - (ii) It lies within an area characterised by industrial and commercial uses;
 - (iii) The site is dilapidated and largely vacant, and consequently in need of regeneration;
 - (iv) The existing buildings are in a sub-standard condition, and their appearance does nothing to enhance the visual amenity of the area;
 - (v) The site is in close proximity to the town centre and public transport facilities, in addition to the wider strategic network;
 - (vi) The orientation of the buildings on site could be improved to relate more appropriately to the local and strategic road network (which has altered in terms of hierarchy since the original development of the site), and
 - (vii) Its redevelopment will deliver sustainable economic development, to the benefit of the Borough.
- 3.3 Thus, the location of the site can, in principle, support the employment / industrial uses proposed, and such a development would add to the offer of those uses within the locality, enhancing the overall quality of the environment and providing further employment floorspace in the area.

Constraints

- 3.4 There are several challenges that need to be addressed in advancing the proposals for the site. Essentially, the principle constraints have been assessed to comprise:
- (i) The planning policy position, which confirms that employment uses should be retained;
 - (ii) The need to ensure that the development respects the existing relationship with residential properties within the vicinity;
 - (iii) A requirement to retain the existing telecommunications mast and electricity substations, and
 - (iv) The highway network which surrounds the site, which offers little opportunity for significant alteration.

Design Principles

- 3.5 In establishing principles for layout and design, it is important that a distinction is drawn between fixed opportunities and constraints (requirements) and those that are flexible (objectives). Thus, it is of particular interest – at this stage – to identify the requirements. In this case, these are:
- (i) The terms of adopted planning policy;
 - (ii) The location of the site and its relationship to the adjacent built/committed development;
 - (iii) The delivery of a development that will meet the needs of the working population in this area of Havant;
 - (iv) The delivery of a development that achieves high quality design, and
 - (v) The delivery of a development that is economically viable.
- 3.6 The above matters are, therefore, important and central to the site's development and must be addressed at the planning application stage.

4 DESIGN SOLUTION

- 4.1 The principle aim of the design approach is to create a sense of place for the proposed development whilst responding positively to the site's context, recognising its constraints and maximising its opportunities.
- 4.2 The redevelopment scheme proposals are detailed on the plans accompanying the planning application (refs: HA SR TP 01 G, HA SR TP 02B and HA SR TP 03B).
- 4.3 In these terms, the commentary below provides an assessment of the design solution in terms of the site's context, relative to its location, use, layout, scale, appearance, and landscaping.

Location

- 4.4 The site is located within an established industrial / employment area and is surrounded, predominantly, by commercial uses. It has easy access to both the A27 (the Havant Bypass) and Havant town centre.
- 4.5 In addition, planning policy encourages the re-use of under-used / vacant sites within the existing urban area, and prioritises development on previously developed land.
- 4.6 In these terms, the site's location is sustainable and is appropriate for the uses proposed, and should be considered acceptable in those terms.

Use

- 4.7 The proposed uses (class B1c, class B2, and class B8) reflect the authorised, and previously established, use of the site for similar purposes.
- 4.8 The Development Plan policies specifically confirm that planning permission will be granted for development proposals that utilise previously developed land for the provision of new employment floorspace. Furthermore, existing employment sites are protected for employment uses.
- 4.9 The proposed uses for the application scheme are clearly both appropriate and acceptable in these terms.

Layout

- 4.10 The layout plan submitted for consideration (ref: HA SR TP 01G) demonstrates that the four proposed units can readily be accommodated within the site's demise. Furthermore, the layout allows for the appropriate provision of parking, and maximises the opportunity for the separation of service and customer vehicles.
- 4.11 Noting that the existing buildings are orientated towards, and around, an outdated highway network (whereby they are currently positioned to face onto Brockhampton Lane), this application scheme locates the buildings so that they face onto, and are thereby better related to, Solent

Road, from which the main access points are taken. This seeks to rectify the disadvantages to the current layout.

- 4.12 Layout plan ref: HA SR TP 02B confirms that units 1 and 2 are proposed as Phase 1 of the development, and this application is made in full for those parts. Units 3 and 4 will be provided in a second Phase, and that part of the site is submitted in outline form (albeit with layout and access included for determination at this stage).
- 4.13 In these terms, it is demonstrated that a comprehensive approach to the site's layout has been considered. The phased approach to the development, as detailed on the plans accompanying the application, will provide an enhanced layout for the site, and offers an appropriate solution relative to the proposed uses.

Scale

- 4.14 The level of floorspace proposed reflects the existing provision of employment space that is currently accommodated on site. Furthermore, the floorplate for the proposed units adheres to that of the existing buildings on the site. In these terms, the amount of employment (B1c, B2, and B8) floorspace proposed – 4,631 sqm across the four units proposed – is considered appropriate for this site.
- 4.15 The Parameter Plans indicate that, with the exception of Unit 2, the height of units will extend to a maximum of c. 8 metres in height, across the equivalent of two storeys. The proposed units will be of a similar height to the existing development (and indeed will be lower than parts of the existing buildings) and should therefore be considered acceptable in those terms.
- 4.16 Detailed elevations for Phase 1 (units 1 and 2, which will be occupied by EMP Tooling Services and Havant Motor Factors) confirm the proposed heights of the units will extend to 8 metres and 9.5 metres respectively. Whilst unit 2 will be greater in height than other units, this responds to the specific operational requirements of HMF. There should nonetheless be no concern, in visual amenity terms. The unit will offer a consistent appearance in terms of overall built form and materials, as unit 1. It will be adjacent to, and sit between, other industrial units and as such, will have no detrimental impact on the amenity of these adjoining uses. There are no residential properties nearby.
- 4.17 The scale of the buildings is appropriate relative to the uses proposed and the characteristics of the surrounding area.

Appearance

- 4.18 The design for the proposed buildings, and the appearance of units 1 and 2, will reflect their function whilst ensuring they fit into the surrounding context. In these terms, the proposed materials (cladding and brick facing) have been chosen to provide a clean and modern approach which will be consistent across the site and relative to the context of the uses proposed and the surrounding area. Accordingly, the proposed design, and materials used, will enhance the visual appearance of the site, in comparison with the current use and condition.

- 4.19 The majority of the elevations will be clad with vertical panels, in a metallic silver colour. The front elevations of the buildings – which will be the most prominent relative to Solent Road - will consist of brick (in a buff colour) to the ground floor, with cladding above. Windows will be inserted into these elevations, as relating to the office accommodation within. Loading bays, with grey coloured shutter doors, will be positioned on the rear (southern) elevation.
- 4.20 Whilst Phase 2 is proposed in outline form only at this stage, it is confirmed that the design for units 3 and 4 will reflect that of the first Phase (units 1 and 2). Thus, a continuity of appearance is ensured across both phases of development, which will constitute an acceptable solution in design terms.
- 4.21 In summary, it is concluded that the visual appearance of the site will be enhanced by the proposed scheme.

Landscaping

- 4.22 The quantum of landscaping provision is slightly enhanced from the existing provision on the site. In these terms, some areas of landscaping are proposed across the frontage of the site (as it fronts onto Solent Road and Brockhampton Lane). Areas of block paving will be provided at the front entrances to the units, creating an obvious path of access to the buildings.
- 4.23 The level of provision is appropriate relative to the uses proposed, and the site's layout, and will provide an enhanced environment along the most visible frontages, thus creating an attractive frontage and setting for the proposed development.
- 4.24 The boundary treatment proposed is as existing – comprising iron railings of 2.4 metres high. This is suitable to the site's location and use, and will also perform a security function.
- 4.25 The proposed landscaping will complement the proposed buildings and will add visual interest to the site all year round.

5 ACCESS

5.1 This section of the statement considers access to the proposed development in terms of movement and traffic management, and in terms of accessibility for all individuals and users. Furthermore, the Statement addresses how specific access issues have been addressed and why the main access points have been chosen, as well as analysing the parking provision.

5.2 These matters are reviewed in greater detail in the Transport Statement which accompanies the planning application, and reference should be made to that document for a full appraisal of the access issues.

Inclusive Access

5.3 The aim for the scheme proposals has been to provide a development that is accessible and inclusive for all users of the site and the proposed employment / industrial uses.

5.4 In these terms, the entrances to the buildings themselves will be designed to provide DDA compliance and will therefore be accessible to all users - customers and staff alike.

Vehicular Modes of Transport - Access / Egress Points

5.5 The site is currently served by 5 access points (as dropped kerbs) from Solent Road, as well as a further access to the rear, via Brockhampton Lane. The proposed scheme maintains this level of access points, albeit with an altered configuration.

5.6 Two access points are proposed from Solent Road in the north-western corner of the site. These will provide vehicular access and egress for customers and staff to units 1 and 2. In addition, service vehicles will enter the site at these two points, to access the service yards to the rear of units 1 and 2. Once servicing has been completed, vehicles will leave the site via an egress point onto Brockhampton Lane.

5.7 It is proposed that, initially, and prior to development in Phase 2 being brought forward, service vehicles will leave the site utilising the existing egress point via Brockhampton Lane. This is clearly acceptable, given that it utilises existing arrangements and will not be in any way detrimental in those terms. The new access arrangements onto Brockhampton Lane, as detailed on the layout plans, will be implemented alongside the development of Phase 2, and utilised as an access/egress point for service vehicles from then onwards.

5.8 A further access point is provided from Solent Road, between units 2 and 3, and running on a north/south axis through the site to connect Solent Road with Brockhampton Lane. This access point will be used primarily for service vehicles for units 3 and 4, and will therefore allow for the separation of those from customer vehicles (which are provided for via a fourth access point on Solent Road, towards the north eastern corner of the site, and a further access / egress point, to a car parking area, from Brockhampton Lane).

5.9 This application is submitted in hybrid form, albeit that access details are included for consideration in both Phase 1 (as submitted in full) and Phase 2 (as submitted in outline). Thus,

the access points and arrangements, as demonstrated to be acceptable in highway terms, will be fixed for the whole site through the grant of planning permission for this application.

- 5.10 Therefore, it is confirmed that the phased approach to the redevelopment of the site does not fetter the future access arrangements for units 3 and 4, and indeed has been considered comprehensively relative to the redevelopment proposals for the whole site.
- 5.11 In summary, the level of vehicular accesses will not be increased from the existing provision on site. Furthermore, the traffic movements to and from the site, and within its confines, will reflect the existing arrangements. In those terms, the level of traffic and movements will not be exacerbated by the proposed development and can therefore be viewed as appropriate relative to the site and its context, and thereby safety.

Public Transport, Walking and Cycling

- 5.12 The main bus and train station for Havant are within walking distance of the site, and footpaths along Solent Road provide a safe and convenient route for pedestrians. There are a number of bus stops located along Solent Road, providing an alternative mode of transport, to the car, for access to and from the site.
- 5.13 Whilst there are no specific facilities for cyclists along Solent Road, there are national cycle networks within the vicinity which could be utilised by those accessing the site by bicycle.
- 5.14 In summary, the site is accessible by public transport (from a number of locations), is in close proximity to national cycle networks, and is well served by footpaths.

Parking

- 5.15 The proposals include 103 parking spaces for cars. That level of provision is consistent with guidance provided within the Development Plan, and specifically the standards set out in Appendix 5 of the Core Strategy.
- 5.16 Furthermore, the scheme makes provision for 10 disabled spaces within the parking layout, thereby according with accessibility requirements.
- 5.17 In addition, cycle parking is provided in accordance with the relevant standards, with cycle stands provided at 6 points across the site (providing 29 stands in total) and ensuring that those accessing the site by bicycle will be able to store their bicycles conveniently and safely.

6 SUMMARY AND CONCLUSIONS

- 6.1 Overall, the proposals respond positively to the site's opportunities and constraints, and to the surrounding environment.
- 6.2 The scheme will provide an improved environment relative to the proposed employment / industrial uses, which will be of benefit to the local area.
- 6.3 The development will be delivered in a manner that makes appropriate use of previously developed land, and which relates to uses that are wholly acceptable in this location. Furthermore, the site is accessible and the development fully accords with the principles of sustainability.
- 6.4 This scheme accords with relevant national and local planning policy and, further, should therefore be supported by the Council.