

STANBRIDGE ROAD
HAVANT PO9

PROPOSED ALTERATIONS OF VACANT PREMISES

DESIGN AND ACCESS STATEMENT

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1.Introduction

Cornish Architects have been appointed by Fishbourne No2 Ltd to prepare a proposal for the alterations required to this existing, vacant industrial /warehouse building to suit the needs of modern institutional standards for B1c,B2 & B8 uses with ancillary offices.

The premises at Stanbridge Road were previously part of the Pfizer complex but were vacated in August 2011.

This statement 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.

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.

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. However this application affects only the demolition of the existing 3 storey offices at the north of the building, remodelling of the north elevation, consideration of potential over-cladding to the west elevation of the building and re-arrangement of parking on external areas.

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 main-line 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.



Aerial view locating the site



View of the site

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 generally retaining and improving an existing building and modifying it to current standards we create a new opportunity for economic growth in a sustainable manner. 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-using existing vacant premises and re-vitalising them 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 CS6 Regeneration of the Borough

Although the site is not listed in the target regeneration areas within this policy, the proposed upgrading of the existing building will help with general regeneration of building stock.

Policy CS7 Community Support and Inclusion

The proposals have been put to the Local Authority during the course of an initial pre-application meeting with the Planning Officer Rachael McMurray. The application has been informed by the outcome of the advice given and confirmed by letter dated 5th April 2013.

Policy CS14 Efficient use of resources

Whilst the proposals do not create any new floor space, the amendments proposed to the existing building do include improvement of the thermal properties of the building envelope which will lead to a more efficient use of energy.

Policy CS15 Flood and coastal erosion risk

The proposal does not involve the creation of any new floor space, but a reduction. The site lies outside flood risk zones 2 and 3.

Policy CS16 High Quality Design

The proposal seeks to adapt the building to the changing needs of future users as set out in item 7 of this policy. Materials used in the new cladding will be of modern high quality.

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.



Existing redundant offices on north elevation



Existing west elevation (north end)



Existing west elevation (south end)

3 Overall considerations & objectives

3.1 Brief and Design Objectives

The Client's brief is:

To make alterations to the existing building and site to suit current needs for industrial warehouse premises and institutional standards.

To accomplish this aim, the brief requires the demolition of the surplus offices at the north end of the building and provision of additional servicing facilities within a newly clad elevation.

In addition, in order to enhance the building's appearance to consider the potential over-cladding of the western elevation with modern cladding to match the new north elevation.

3.2 Design Concept & Development

The existing building includes approximately 4216.4sm GIA of office space. The majority of this space is no longer fit for purpose and is well in excess of current needs and market requirements.

In contrast, the building includes some 11,118sm of production/warehouse floor space but this area is served by just 6 delivery points .

The concept is therefore to remove surplus offices at the north of the building and to provide 8 new delivery loading doors to allow for proper service access.

The proposal is to demolish the redundant 3 storey offices at the north end of the building thus reducing the building footprint and to re-form the north elevation on the new line. This elevation will be clad in built-up insulated metal cladding panels with 8 inset loading doors and adjacent personnel doors.

The resulting improvement in yard area will enable the building to be properly serviced.

The existing offices at the south end of the building will be retained and are considered entirely adequate for the scale of building.

Car parking will be re-configured to suit the amended layout.

The proposal also provides the opportunity to remove sundry lean-to structures that are now superfluous.

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 B1c, B2, B8 use with ancillary offices.

4.2 Amount

The existing building including separate stores building measures 15,334.74sm gross internal area. The proposed reconfiguration will reduce this to 12,580.98sm. The breakdown of these areas is set out below..

	EXISTING	PROPOSED	VARIANCE
Main building ground floor	11,181.03	11,181.03	NONE
Main building 1st floor	1179.71	1179.71	NONE
3 storey offices at north end	2753.76	0	- 2753.76
Stores building	220.24	220.24	NONE
TOTAL	15,334.74sm	12,580.98sm	- 2753.76sm Reduction

4.3 Layout

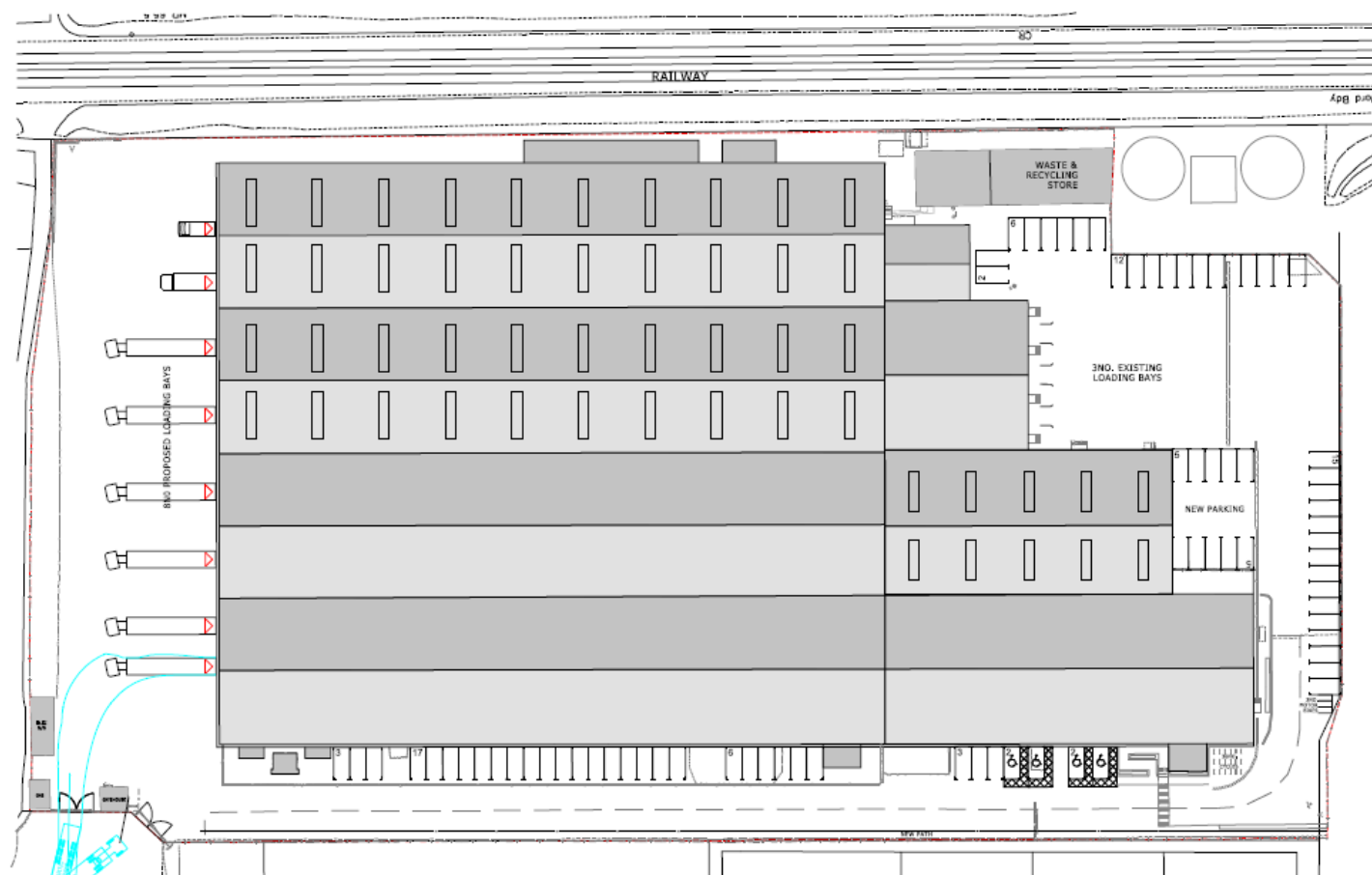
The site layout remains unchanged other than the increase in external areas allowing for better servicing. Car and cycle parking is re-configured as indicated on the drawings and summarised below:

	DELIVERY	CAR	DISABLED	M.BIKE	CYCLES
EXISTING	6	91	2	0	0
PROPOSED	11	74	4	3	36

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, motorcycle provision and long stay cycle parking to meet the HCC standards.

4.4 Landscaping

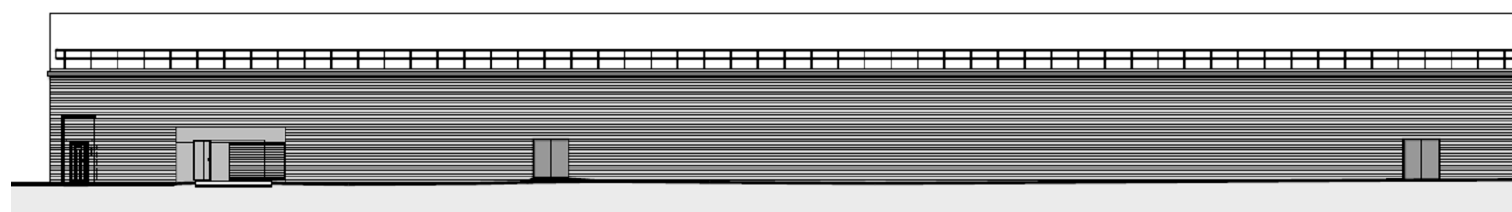
The site is entirely hard landscaped. This will be retained and extended/upgraded as necessary.



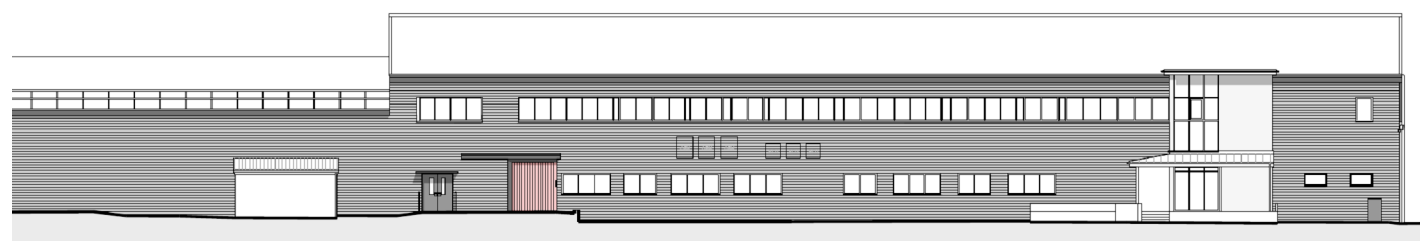
Proposed Site plan



Proposed north elevation



Proposed west elevation—northern section



Proposed west elevation—southern section

4.5 Scale & Density

As mentioned in previous sections, the proposal will reduce the scale and density of building on the site.

4.6 Appearance

In the re-formation of the north elevation, the building will be clad with factory finished insulated built up metal panels . The loading doors will be of sectional insulated panels set within the main elevation.

In order to additionally enhance the appearance of the overall building, the applicant is considering over-cladding the western elevation in matching metal panels . This element of the work, whilst illustrated in this submission, is subject to a viability assessment and may not be implemented.

The general appearance and approach to elevational treatment are shown on the accompanying drawings. The proposed materials are in keeping with the estate.

4.7 Security

The site is currently secured by palisade & chain link 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' ie provide as efficient a building envelope as possible to reduce energy consumption. To this end the proposed new cladding will improve the thermal qualities of the building.

In addition, the Applicant intends to replace the old sections of existing roofing with an entirely new roofing system which will meet current regulations for thermal insulation standards and improve the natural daylight within the building thereby reducing energy demand for both heating and lighting.

In order to support sustainable means of transport, in addition to the cycle parking provision, the Applicant intends to provide shower and changing facilities in the building.

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 is full vehicular access to delivery vehicles and emergency vehicles. In order to improve pedestrian safety, a designated path will be marked from the site entrance up to the office entrance.

5.3 Accessibility for the disabled

Car access for the disabled is available through the main site entrance point. There is an increased provision of car parking for people with disabilities adjacent to the retained office entrance. Persons with disabilities are catered for within the building with the retained offices being served by a lift. There is an existing disabled lavatory in the building.

6.0 Demolition and Construction management

Please refer to the separate statement concerning demolition and construction prepared by the Contractor—Osborne.

7 APPLICATION DRAWINGS

10887/TP/010	Site Location plan
10887/TP/011	Existing Site Plan
10887/TP/012	Existing floor plans
10887/TP/013	Existing elevations
10887/TP/014	Proposed site plan
10887/TP/014	Proposed site plan with tracking
10887/TP/015	Proposed floor plans
10887/TP/016	Proposed elevations