
DESIGN AND ACCESS STATEMENT

**ON BEHALF OF HARGREAVES
DEVELOPMENTS LTD**

**IN SUPPORT OF PLANNING APPLICATION
AT
FORMER ICTS SITE, SOLENT ROAD,
HAVANT**

May 2012



Our Ref: HLP/ljs/480/33/1

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1 INTRODUCTION

- 1.1 This Design and Access Statement has been prepared by Rapleys LLP, on behalf of Hargreaves Developments Ltd, and is submitted in support of an outline planning application for the redevelopment of the ICTS site on Solent Road, Havant. This Statement should be read in conjunction with the other planning application submissions, including the Planning Statement, also prepared by Rapleys LLP.
- 1.2 The demise of the application site is detailed on drawing ref: 480-33-1_1, as submitted for the planning application.
- 1.3 The outline planning application (with all matters reserved except for Layout and Access) is for redevelopment of the site to provide up to 948 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 and car parking.
- 1.4 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.
- 1.5 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 on Solent Road, near to its junction with Brockhampton Lane, approximately 0.5km to the south-west of Havant Town Centre and is defined on the Site Location Plan (Ref: 480-33-1_1), as submitted as part of the planning application. The site is generally flat, and extends to approximately 0.21 hectares.
- 2.3 The site currently supports a single industrial unit, with ancillary showroom and offices, formerly occupied by ICTS Havant Ltd, which was a structural steel fabrication and erection company which offered its services to developers and contractors across a number of sectors (including residential, commercial, utilities, rail and engineering). The existing floorspace extends to 498 sqm.
- 2.4 The existing L-shaped two/three-storey building on site is of brick construction. The site is accessed from Solent Road, with a large area of hard-standing (used for servicing, deliveries and parking) to support the previous operation. The site is enclosed by a 2 metre high palisade fence.
- 2.5 The site is wholly developed and does not support any significant areas of landscaping or trees.

The Surrounding Area

- 2.6 The site is largely bounded by highways, including Solent Road to the north, and the A27 (Havant Bypass) to the south.
- 2.7 To the west of the site is a group of traditional two-storey (terraced) residential properties. The rear gardens for those properties immediately adjoin the application site. To the east, and immediately adjoining the site, is a petrol filling station site (which forms part of the wider Tesco superstore site). Further to the east is a large Tesco superstore, which benefits from undercroft parking and an additional surface level car park.
- 2.8 On the opposite side of Solent Road is a group of shed-type industrial buildings, which includes a laundry and dry cleaning establishment. Further to the east along Solent Road is the Solent Retail Park, which incorporates a number of retail operators, including Next, Laura Ashley and Halfords.
- 2.9 Generally, the site lies within an industrial/commercial area. It has ready access to the A27, and the M27, providing links to Portsmouth and Southampton to the west.

Planning Policy and Guidance

- 2.10 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.

2.11 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.

2.12 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 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, and
- (vi) 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, and
- (iii) The highway network which abuts 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 (ref: HA SR ICTS P02 F). This application is submitted in outline form only, and the assessment on the proposed design and access arrangements is made in that context.

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 ICTS P02F) demonstrates that the proposed unit can readily be accommodated within the site's demise. Furthermore, the layout allows for the appropriate provision of parking, and maximises the opportunity for a more useable access and egress arrangement.

4.11 This approach will provide an enhanced layout for the site, and offers a suitable solution relative to the proposed uses.

Scale

- 4.12 The size of the footprint for the proposed unit reflects that of the existing buildings on the site, albeit that the actual level of floorspace proposed makes more efficient use of this previously developed site. In these terms, the amount of employment (B1c, B2, and B8) floorspace proposed – 948 sqm – and the footprint for the building is considered appropriate for this site.
- 4.13 This application is made in outline form only. However, a Parameter Plan accompanies the submission (ref: HA SR ICTS P03). That plan confirms that the proposed unit will extend to c. 8 metres in height (maximum), across the equivalent of two storeys. The proposed unit will be of a similar height to the existing building and should be considered acceptable in those terms.
- 4.14 The scale of the proposed building for the site is appropriate relative to the uses proposed and the characteristics of the surrounding area.

Appearance

- 4.15 The design for the proposed building will reflect its function whilst ensuring it fits within the surrounding context. In these terms, the proposed materials (which are likely to be cladding and brick facing, but which will be confirmed through the submission of further details) will be 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.
- 4.16 It can therefore be concluded that the visual appearance of the site will be enhanced by the proposed scheme.

Landscaping

- 4.17 The quantum of landscaping provision will be determined at the detailed stage. In the meantime, the layout plan provides an illustration of the intended approach.
- 4.18 That plan confirms that the amount and type of landscaping will be enhanced from the existing provision on the site. In these terms, areas of landscaping are proposed across the frontage of the site (as it fronts onto Solent Road). Areas of block paving will be provided at the front entrances to the units, creating an obvious path of access to the buildings.
- 4.19 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.
- 4.20 The boundary treatment is proposed as existing – comprising palisade fencing of c. 2 metres high. This is suitable to the site's location and use, and will also perform a security function.
- 4.21 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.

Inclusive Access

- 5.2 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.
- 5.3 In these terms, the entrances to the building 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

- 5.4 The site is currently served by a single access point (as a dropped kerb) from Solent Road. The proposed scheme maintains this access point, and introduces one further point further along Solent Road (towards the north east of the site).
- 5.5 The introduction of this additional access point will allow for the opportunity of providing a one-way arrangement for access and egress, thereby creating improved circulation and movements of vehicles into and across the site, and thereby safety.
- 5.6 Traffic movements to and from the site, and within its confines, will reflect the existing arrangements.
- 5.7 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.

Public Transport, Walking and Cycling

- 5.8 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.
- 5.9 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.
- 5.10 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

- 5.11 The proposals include 19 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.
- 5.12 In addition, and whilst the details of its location and type of provision would be agreed at a later date, cycle parking can be provided in accordance with the relevant standards, to ensure 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.