



Hartland Park

Design and Access Statement

November 2007

hp
hartland park

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INTRODUCTION

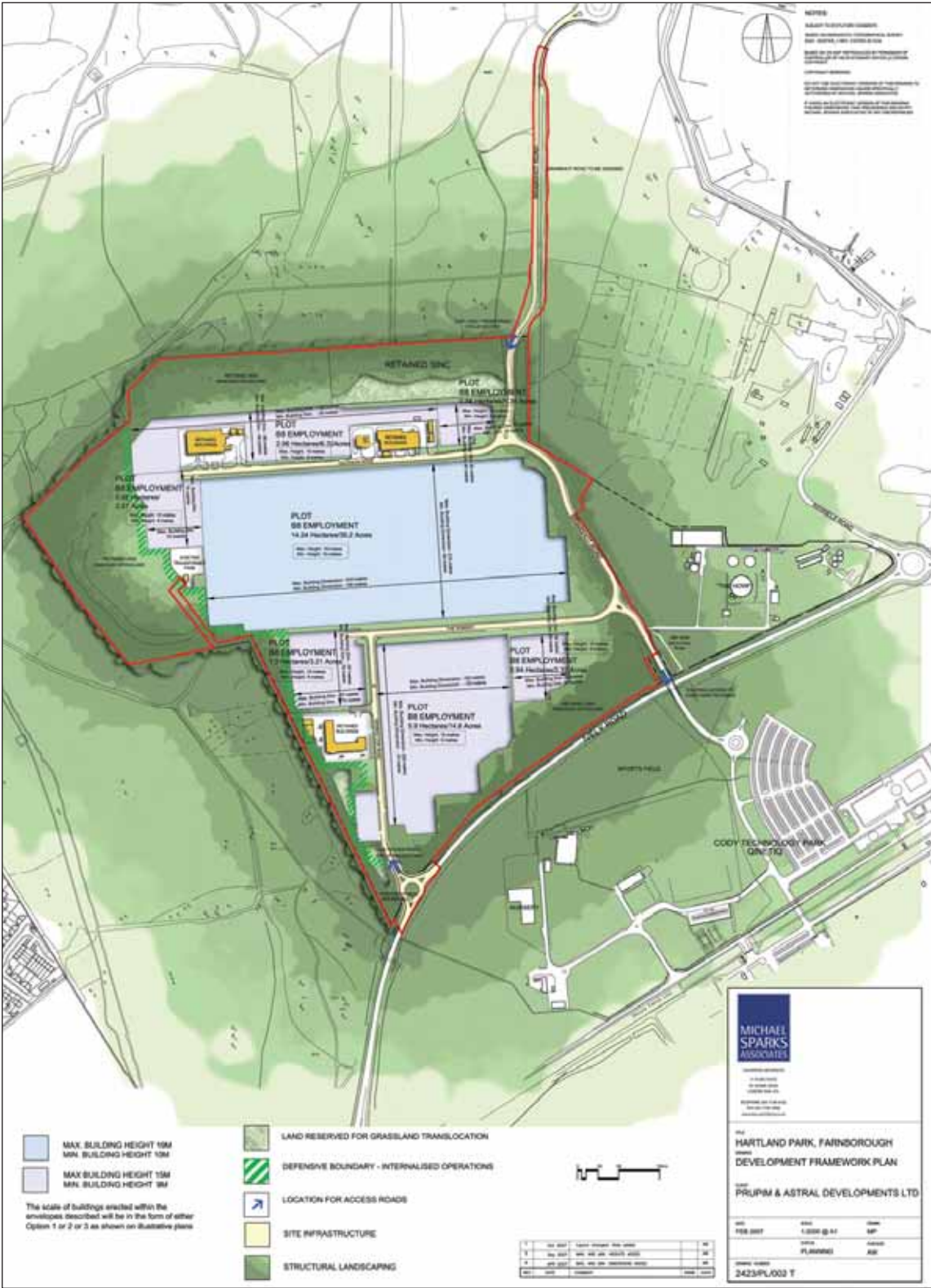


Aerial Photograph of the Hartland Park site as existing

Purpose of the Statement

- 1.1 This replacement Design and Access Statement has been prepared on behalf of Astral Developments Limited (ADL) and Prudential Investment Managers Limited to accompany the existing outline planning application for the proposed warehousing and distribution redevelopment at Pyestock North, Farnborough. The outline planning application for this site (reference 07/00764/MAJOR) was submitted to Hart District Council (HDC) on 22 March 2007 and remains before the Council for consideration.
- 1.2 Following submission of the planning application, consultation has continued with the Council, statutory consultees and local interest groups. As a result, a number of minor amendments are now proposed to the scheme to address comments and concerns. These amendments are summarised below:
 - i) the access roundabout on Ively Road has been re-located towards the south-west corner of the site. The new location of the roundabout involves the relocation of the proposed non-HGV access to the site, away from areas of mature trees, to minimise the loss of woodland and protect the existing visual screen of the site for vehicles using this road;
 - ii) the south elevation of unit G has been withdrawn away from Ively Road, allowing for the retention of the existing tree belt in this area to further restrict views into the site;
 - iii) the Bramshot road access has been amended, including the realignment of the adjacent footpath, to reduce the loss of trees whilst ensuring the creation of adequate sight lines along the road.
 - (iv) additional SUDS (Sustainable Urban Drainage System) measures have been incorporated
- 1.3 As a result of amendments i and iii, there is a minor amendment to the red line application plan.

Development Framework Plan



- 1.4 In addition and responding to a numbr of comments on the outline nature of the planning application, changes are made to the submission to provide a greater degree of certainty on the likely form of development. This is provided by the following:
- i) a revised Development Framework Plan (DFP) Ref. 2423-PL-002T has been submitted to further define the development parameters of the scheme in terms of the location and maximum and minimum height and size of the proposed buildings. This revised Development Framework Plan has been prepared to both provide greater clarity regarding the proposed scheme and to reflect minor amendments to the proposals detailed above. It replaces the previous plan (Ref. 2423/PL/002R);
 - ii) the status of the three development options for the site previously promoted within the Design and Development Consideration document and illustrated on plan ref. nos. 2423-PL-083A, 2423-PL-084A and 2423-PL-085A is increased with confirmation that the scheme will be developed only in accordance with one of the three options. The purpose of this change is to provide increased certainty on the nature of development proposed. All three options accord with the amended DFP.
- 1.5 As a further part of this process to ease interpretation of the application proposals, the 'Design and Development Considerations' document submitted within the original application is replaced with this Design and Access Statement. This document, prepared in accordance with the Town and Country Planning (General Development Procedure) (Amendment) (England) Order 2006, clearly defines the design principles and concepts that have been applied to the development, as well as explaining how issues relating to access to the development have been addressed. The previous document provided a full Design and Access Assessment, but it is considered appropriate to now present this information in this revised format.
- 1.6 This Design and Access Statement should be read in conjunction with the Planning Statement, Environmental Statement (including Supplementary ES), revised Development Framework Plan 2423-PL-002T, the Statement of Community Involvement and drawings submitted with the planning application.



Masterplan Option 1 (Ref. No. 2423-PL-083A)



Masterplan Option 2 (Ref. No. 2423-PL-084A)



Masterplan Option 3 (Ref. No. 2423-PL-085A)

Report Content and Structure

- 1.7 The content and structure of the statement has been informed by DCLG Circular 01/2006 "Guidance on Changes to the Development Control System" (12 June 2006), CABE advice "Design and Access Statements: How to Write, Read and Use Them" (CABE 2006) and HDC's advice on Design and Access Statements. Together these provide advice on what a Design and Access Statement should include. In essence, there is a need to:
- i) provide a review of the site's immediate and wider context in terms of its physical, social and economic characteristics and relevant planning policy and guidance;
 - ii) provide a rationale for the scheme's design based on (i);
 - iii) explain and illustrate the design principles in terms of the development's layout, density, scale, landscape and visual appearance;
 - iv) explain how future users of the site will be able to access the development from the existing transport network and why the main access points to the site and the layout of access routes have been chosen; and,
 - v) explain how the development will meet the local authority's planning and urban design objectives.
- 1.8 Where considered appropriate, this Statement identifies elements of the proposal that would, if deemed necessary, be governed by planning conditions.

- 1.9 In terms of structure, this Statement is structured in the following manner:
- **Section 2.0 "Understanding the Context"**: provides a review of the existing physical, social and economic characteristics of the site and its surroundings in terms of its history, land uses and public transport accessibility, and provides a brief review of relevant design related policies and guidance.
 - **Section 3.0 "Analysis"**: provides an analysis of the form, character and visual role of proposal site and an analysis of the constraints to, and opportunities for, the site's redevelopment. It also sets out the design principles to be used for the site.
 - **Section 4.0 "The Proposal"**: describes the proposal and its evolution with regards to consultation. This section outlines the approach taken in terms of use, amount, scale, layout, landscaping, appearance and access.
 - **Section 5.0 "Assessment against Policy"**: provides a review against relevant policies in the Hart District Local Plan Replacement (1996-2006).

2

UNDERSTANDING THE CONTEXT

Context for the Planning Application

- 2.1

The context for the current outline application before HDC is provided by both the submission, and subsequent consideration by the Council, of a previous application for major development at the Pyestock North site.
- 2.2

An outline planning application (05/00238/MAJOR) was submitted to HDC in February 2005 proposing “Part demolition of existing buildings, erection of warehouse and distribution park, off-site highway works and landscaping improvements” at Pyestock North. The development provided for a maximum of approximately 141,000 sq m of B8 floorspace, along with access via both Bramshot Road to the north and a new roundabout on Ively Road, to the south (non HGV traffic only).
- 2.3

This planning application was subject to a full consultation exercise and in January/February 2006 was recommended for approval by Officers in their Report to the HDC Planning Committee meetings of the 11 January and 8 February 2006.
- 2.4

The Committee Report reached a number of important conclusions, having appraised the responses from a wide range of consultees, including;

1.

“The proposed development of the site for B8 uses is in accordance with policy DEV12 of the Hart District Local Plan

2.

The proximity of the site to Junction 4A (M3) is ideal for storage and distribution uses as is its location away from main residential areas

3.

The site is currently isolated and well screened from public view. The only public view points are from the public bridleway which passes the northwest corner of the site and from Ively Road. Hampshire County Council have stated that, in their view, the landscaping and screening included in the proposals will ensure the integrity of the gap is maintained

4.

Significant off-site road improvements are proposed as part of the development and consequently it is considered that there will be no detrimental impact on the local road system

5.

The environmental effects of the proposed development have been fully and properly assessed in the submitted Environmental Statement and appropriate mitigation measures are proposed which can be achieved either by condition or legal agreement as considered appropriate

6.

It is considered that a carefully designed site layout with suitable levels of landscaping could retain the well screened appearance of the site such that development of the site for B8 uses with large storage and distribution sheds could be acceptable”
- 2.5

A recommendation for approval was subject to 30 planning conditions and the prior completion of a legal (“Section 106”) agreement which would secure a number of planning obligations including:

•

a Wildlife Management Plan;

•

a Landscape Management Plan;

•

a Construction Environmental Management Plan;

•

a Green Travel Plan;

•

off-site highway improvements;

•

an archaeological watching brief;

•

a financial contribution towards community projects; and,

•

environmental enhancements reasonably associated with the project.

2.6

At Committee on the 8 February 2006, members deferred consideration of the application and requested that an exhibition of the proposals be held.

2.7

A public exhibition was held at the application site on the extended weekend of 2nd -5th June 2006. The separate document (previously submitted to accompany this application) entitled “Hartland Park - Exhibition of Proposals June 2006 and Statement of Community Involvement” includes a full record of the 23 boards which were displayed at the exhibition.
- A photograph showing the interior of a large white exhibition tent. Several people are standing around tables and viewing displays. The tent is set up on a grassy area.
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- astral DEVELOPMENTS PRUPIM

2.8 The exhibition provided the opportunity

- (i) to set out the application proposals which had been the subject of consultation/assessment/comment and which were recommended for approval subject to control by planning conditions and/or legally secured planning obligations

but also;

- (ii) to identify a number of beneficial changes even though the proposal at hand was recommended for approval.

2.9 As a positive response to a combination of consultation responses and interim comments from residents, the applicants put forward some amendments to proposals. The proposed amendments were as follows;

- drawing in and tightening the development boundaries to correspond very closely with the established, existing brownfield “clearing”;
- retaining significant areas of woodland that previously would have been lost, especially to the north, west and south boundaries;
- making a financial contribution to enable the provision of a 600 metre acoustic fence along the Minley Link;
- revising the indicative internal layout to ensure that:
 - (i) that there is a ‘maximum’ size of any individual building well below the earlier potential;
 - (ii) the creation of a “defensive” and protective boundary to the west to ensure that all activity and lighting is inward-looking;
 - (iii) that new green infrastructure can be introduced within the site associated with the proposed access corridors.

2.10 The exhibition was well attended and the comments made and received were noted and evaluated. The site-specific prospective changes were generally welcomed whilst concerns remained around the issues of traffic, noise and air quality.

2.11 In late 2006, the applicants submitted documentation to the District Council in the form of proposed amendments to the 05/00238/MAJOR application. These were as a direct result of the public exhibition and to account for any reaction. Essentially those amendments were those presented at the exhibition with a key consideration being a reduction in maximum floorspace proposed to 126,216 sq m.

2.12 It was considered that a scheme which had been recommended for approval but which had been revised positively to reflect consultee and public response could be dealt with as the logical consequence of the evolution of a single scheme. However HDC declined to accept the revisions as amendments and required the submission of a new application.

2.13 A second outline application (Ref. No. 07/00764/MAJOR) was therefore submitted on 22 March 2007 and it is this proposal that this Design and Access Statement relates to. The current application proposals and associated documentation have therefore been prepared within the context of the Council’s consideration of the previous application and the background sequence of events, revisions and reaction in connection with the previous application remain material considerations.

Physical Context

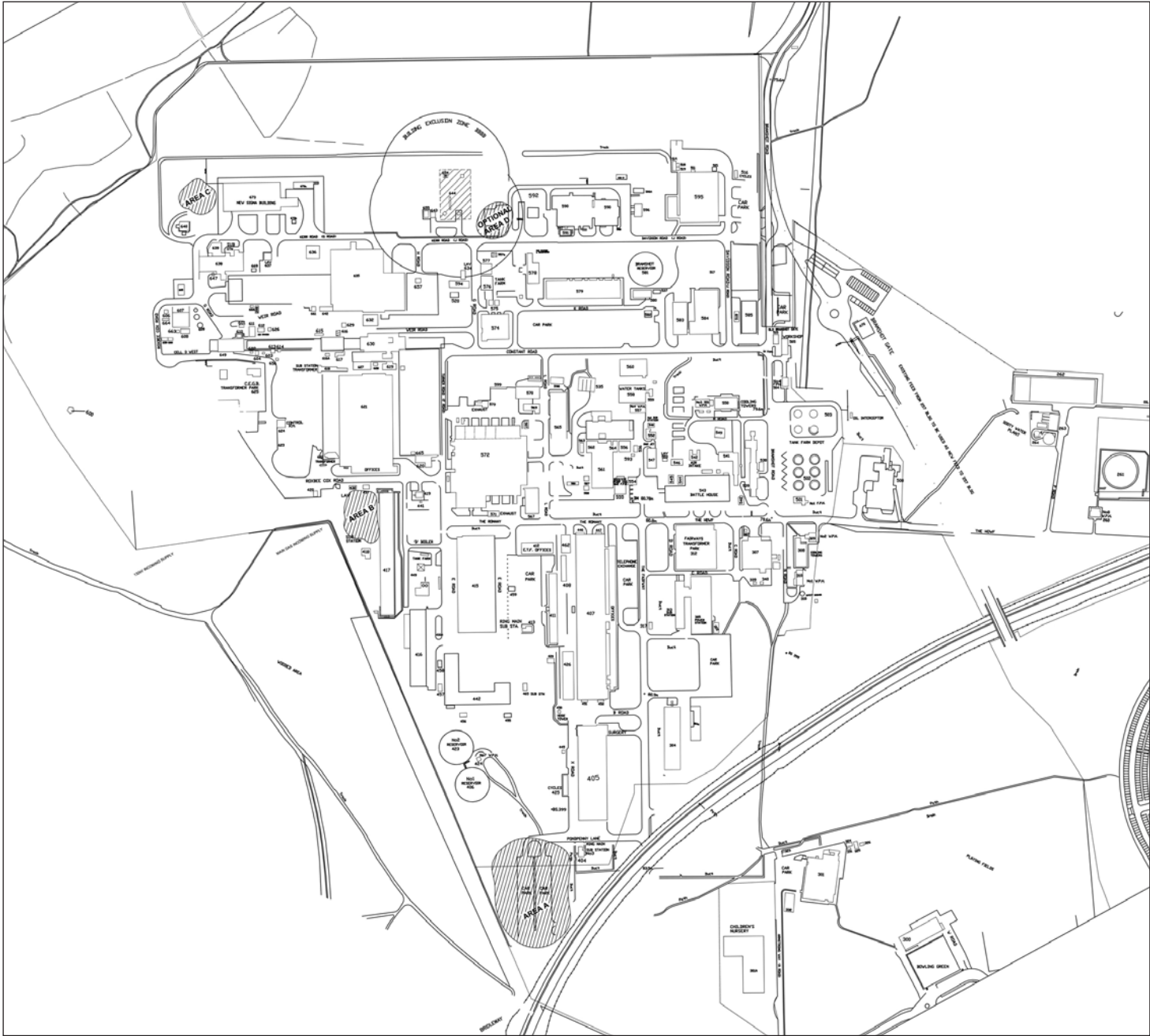
Strategic Context

2.14 The Pyestock North site is located within Hart District, in an area that separates the conurbation of Camberley, Frimley, Farnborough, and Aldershot in the East, from Fleet in the West. The boundary with Rushmoor District Council lies a short way to the South running along the line of the old Ively Road and within what is now Cody Park. The site is located near to Junction 4a of the M3 motorway, which runs about a half a mile to the North.

Also to the North and running between the site and Junction 4a, is the A327 Fleet to Farnborough Road. As a result, the site enjoys the benefit of good access to the surrounding urban areas of Frimley, Farnborough and Camberley, as well as a number of transport corridors linked to the national road network.



Location of Hartland Park



Plan of Pyestock as existing

Site Characteristics

- 2.15 The site originally formed part of the Bramshot Golf Club which was founded before the First World War. However, from 1946, the site has been the home of the National Gas Turbine Testing Establishment, who originally occupied the Pyestock “Old Site” to the South of what is now Ively Road until it was moved to the Pyestock North site in 1952. The facility expanded greatly during the 1950’s and reached its greatest extent in early 1973. In 1991 the NGTE was subsumed into the Royal Aircraft Establishment, which later became part of the Defence Research Agency and, later still, the Defence Evaluation & Research Agency. Further reorganisation left the facilities at Pyestock in the ownership of QinetiQ PLC, and the site was largely decommissioned after 2000.
- 2.16 Prudential Investment Managers Ltd and Astral Developments Ltd acquired the Pyestock North site from QinetiQ in May 2004, and has now renamed it Hartland Park. The total area of the application site is 47.5 hectares. The applicants also own an area of land called “The Howf” which lies to the East of the application site, which does not form part of this application.
- 2.17 The current uses of the site include research and development, offices, storage and distribution. The buildings comprise a complex range of engine testing facilities, and include engine test cells, networks of ducting of site services that traverse the site, travelling cranes, power houses, plant and cooling towers, as well as laboratories and offices. The buildings are arranged on formal north south grid, into which buildings have been inserted over a period of about forty years, as the engine testing programme evolved with new developments in jet engine technology. The buildings contain no architectural merit. Some of the testing equipment, very specialised in nature, is in a poor state of repair. Some items which are re-usable have been disposed of, such as the 60m high ejector seat test rig, but the establishment remains much as it did at the time of decommissioning, save for the degenerating effects of aging.
- 2.18 Most of the test facilities are empty, with the exception of a few buildings occupied by aviation related companies on leases. One of these buildings is the Noise Test Facility that lies to the North of the site and this will remain occupied by QinetiQ. Sigma Aerospace, a company that services aero engines, will also continue to maintain facilities on the site.



View of Building 561



View of Building 621



View of Building 579



View of redundant ductwork near to Western Boundary

2.19 The site has a gentle 9 metre fall which runs from the north west corner at the highest point, to the south east corner adjacent the Ively Road bridge at the lowest. Areas of formerly maintained grass, woodland, ornamental tree planting, as well as more recent scrub growth form the main areas of landscape within the site. The grassed areas have, over time, developed an interesting blend of herbs and grasses termed as “acid grassland” which has accorded the status of a Proposed SINC. In addition, an established SINC occupies 2.3 hectares in the Northeast corner of the site, and comprises a mix of scrub which includes recent silver birch growth, interspersed with some mature trees.

Surroundings

2.20 Pyestock North is situated in an area of largely coniferous woodland, interspersed with some deciduous species such as Oak and Silver Birch. The dense woodland that surrounds the site serves to conceal it from most publicly accessible viewpoints, both distant and nearby. The Ministry of Defence owns most of this surrounding undeveloped land, to which the general public are permitted access at the Ministry’s discretion.

2.21 A public bridleway runs from a point on the Ively Road near to the Southern tip of the application site and runs parallel to the Western boundary, before turning North-eastwards to pass to the North of the site. There is a point where this bridleway runs adjacent to the Northern perimeter fence for a short distance before its route diverges from the line of the boundary.



View of Public Bridleway

2.22 The Western boundary abuts dense woodland which, again, is owned by the Ministry of Defence, and follows the line of the existing perimeter fence.

2.23 The Eastern boundary is defined by a private road, Bramshot Road, which provides access to the site from the A327 Pyestock Roundabout to the North, as well as continuing South on a comparatively recent re-alignment to provide a Northern access for QinetiQ into Cody Park. To the East of this road is “The Howf”, which used to form part of the Pyestock establishment, and contains the sewage farm and water attenuation tanks associated with the former DERA site.

2.24 Further away from the site, at Minley and Longmoor for instance, there are areas of heathland, which represent surviving fragments of the original landscape that extended through the area before more recent forestation.

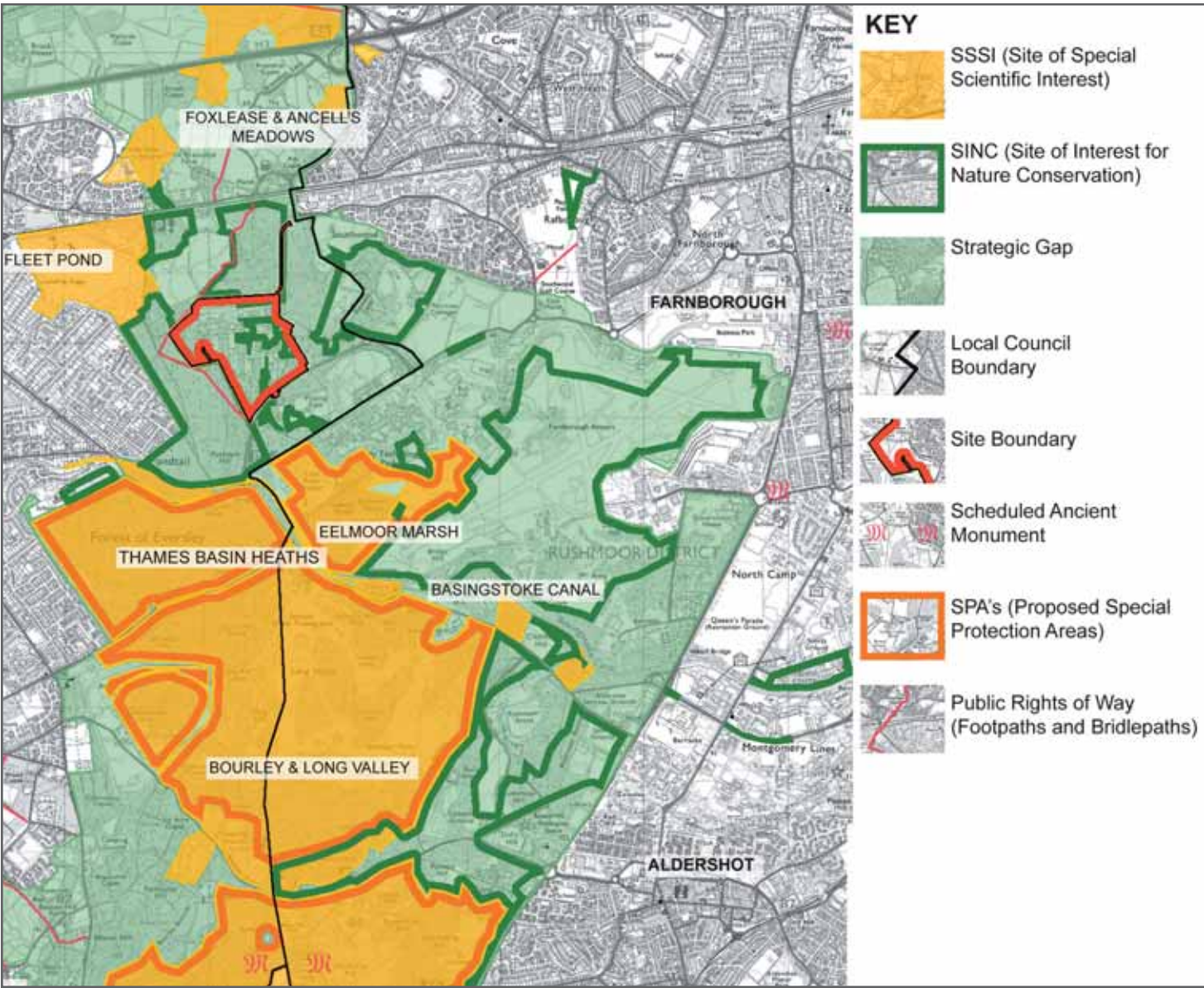
2.25 The land immediately to the North of the site is largely wooded, but there are some open areas not far from the perimeter fence including former agricultural land originally forming part of Pondtail Farm, now long disappeared.



View along Kennels Lane



View along Ively Road



Plan showing local landscape designations

2.26 The application site lies near to a number of SSSIs. Heathland to the West of Bourley Hill, which is about 4km due south of the site, is designated as a SSSI, and a component part of a potential Special Protection Area, whilst Fleet Pond is a SSSI and a Local Nature Reserve. The areas to the south along the Basingstoke Canal and at Eelmoor Marsh, located to the north of Fleet Road and 2km South East of the site, are designated as SSSI and the area of the canal is also a designated Conservation Area.

2.27 A number of additional SINCCs are also located beyond the immediate surroundings of the site including Pyestock Hill and Pondtail Heath that are adjacent to the Northern boundary of the site and to the East of Bramshot Road.

2.28 Other points of interest near to the site include the Basingstoke Canal, which runs about a quarter of a mile to the South of the site, and is at its closest when it runs beneath the roundabout at the junction of Ively Road with the A323 at Norris Bridge. Fleet Pond, an extensive area of water close to Fleet Station, is located about half a mile to the North West of the site, and is a Site of Special Scientific Interest (SSSI).

Existing Access

2.29 The site is accessed from the North via Bramshot Road, a private road leading from the Pyestock roundabout at the junction with the A327. To the West, the A327 runs towards Farnborough town centre. To the North of the Pyestock Roundabout, the A327 runs across the main railway line to form a junction with Cove Road, the A3103. It then continues North along a stretch of road called the "Minley Link" which provides access to Junction 4a of the M3, after which it continues northwards in the direction of the A30, which it joins at Yateley Common.

2.30 There is at present no access to the site from the public road network from the South.

2.31 Ively Road skirts the Southern perimeter of the site, and links the A327 at Farnborough with the A323 Fleet-Aldershot Road, which it joins at Norris Bridge. This is a new road which was constructed a few years ago, and replaces an older road to the South which has since been closed to through-traffic.

2.32 Kennels Road, a minor road that is planned for improvement, runs just to the East of Hartland Park in an approximate North South direction, connecting the Eastern end of Ively Road with the Southwood end of the A327.

2.33 The main railway line from London Waterloo to Southampton, Bournemouth and the South Coast, runs about half a mile to the North of site.

2.34 A number of railway stations are located within easy access of the site. Farnborough Station on the main line to London Waterloo is located approximately 2.5 miles to the north east. Fleet Station, which is the next main line station to the West of Farnborough, is located approximately 3 miles to the Northwest of the site.

2.35 Farnborough North Station, which is on a separate line, is approximately 3.5 miles to the North East of the site and has services to Reading and Guildford. Frimley Station is located approximately 4 miles to the North East of the site and has services to Ascot, Guildford, Bagshot, Camberley and Aldershot.

2.36 To the South of the site lie Cody Business Park and Farnborough Airport, as well as Farnborough Business Park.

Socio-Economic Context

2.37 At present, much of the application site is vacant and under-used in terms of land-use and economic activity, following the closure of the former Defence Evaluation and Research Agency (DERA) facility in 2002. It is understood that there are now approximately 90 workers employed on the site within those existing businesses which are to remain in operation.

2.38 The application site is located within Hart District. Based on the latest 2006 mid-year population estimates, the total population within the District stood at about 88,800 persons, having grown by about 6.6% over the past decade, slightly higher than the regional average (5.4%).

2.39 Hart has experienced strong employment growth over recent years, at over twice the national rate since 1997 (40% compared to 16%). Not untypical of the national situation, the local economy is dominated by the service sector. Over 30% of employment based in Hart is within banking, finance and insurance, significantly higher than the 20% representation of this sector nationally. At the same time, manufacturing accounts for a very low proportion of total employment, at about 6% of the Hart workforce compared to about 11% nationally.

2.40 Latest claimant unemployment data (August 2007) indicates that unemployment within Hart District is currently very low at 0.6%, equivalent to about 325 persons. This is lower than the regional (1.4%) and national (2.3%) averages, a pattern which has prevailed historically. Local economic activity rates – which measure labour market participation – at 87% are also significantly higher in Hart than the national average (78.4%).

2.41 In general terms, Hart residents are highly skilled, with just under 30% of Hart residents having a degree or other higher qualification, significantly higher than the national average (19%) Only about 16% of residents in Hart have no qualifications, about half the proportion nationally. Reflecting this, a higher share of Hart residents work in higher-skilled managerial and professional occupations – over 50% in Hart compared to 45% in the South East as a whole. As such, average resident earnings in Hart are about 25% higher than the regional average, and nearly 40% higher than the national average. However, workplace earnings in Hart are much lower than resident earnings, although still significantly higher than the national average, suggesting that many higher-paid workers commute out of the District to work. At the same time, a relatively small proportion of Hart residents are in lower-skilled occupational groups.

Planning Policy Context

2.42 A full review of planning policy relevant to the proposal is provided in the Planning Statement that accompanies the application. The following provides a brief summary of those policies and guidance that affect and shape the form and content of the proposed redevelopment on the site.

National Planning Guidance

2.43 **Planning Policy Statement 1: Delivering Sustainable Development (2004)** sets out central government's overarching planning policies on the delivery of sustainable development and design quality through the planning system. At paragraph 35 it states that:

- “Although visual appearance and the architecture of individual buildings are clearly factors in achieving these objectives, securing high quality and inclusive design goes far beyond aesthetic considerations. Good design should:*
- *address the connections between people and places by considering the needs of people to access jobs and key services;*
 - *be integrated into the exiting urban form and the natural and built environments;*

- *be an integral part of the process for ensuring successful, safe and inclusive villages, towns and cities;*
- *create an environment where everyone can access and benefit from the full range of opportunities available to members of society; and,*
- *consider the direct and indirect impacts on the natural environment”.*

2.44 **Planning Policy Guidance 4: Industrial, Commercial Development and Small Firms** gives guidance on economic development. One of its principle aims is to reconcile economic development and environmental issues. Paragraph 13 states that:

“Planning decisions must reconcile necessary development within environmental protection and other development plan policies”.

2.45 **Planning Policy Statement 9: Biodiversity and Geological Conservation (2005)** provides policies on protection of biodiversity and geological conservation through the planning system. The Statement takes a strategic approach to the conservation, enhancement and restoration of biodiversity and promotes opportunities for the incorporation of beneficial biodiversity within the design of development. One of the key principles is that planning decisions should *“prevent harm to biodiversity”* and ensure *“adequate mitigation measures and put in place”*.

2.46 **Planning Policy Guidance 13: Transport (2001)** gives guidance on the integration of planning and transport at the national, regional, strategic and local level. Its principle aims are to: Promote more sustainable transport choices for both people and for moving freight; Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling; and, Reduce the need to travel, especially by car. (Paragraph 4). It advises to locate distribution and warehousing developments away from congested central and residential areas, and ensure adequate access, to trunk roads (paragraph 45).

2.47 **Planning Policy Statement 22 (Renewable Energy) (2004)** sets out the Government policies on renewable energy. The Statement requires Local Planning Authorities to require a

percentage of energy to be used in new developments to come from on-site renewable energy (paragraph 8).

2.48 **PPS25 Development and Flood Risk (2001)** sets out Government policy on development and flood risk. It aims to ensure flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas of highest risk.

2.49 **Regional Planning Policy**
RPG 9 (March 2001)



2.50 RPG9 remains the relevant regional policy guidance for the site, pending the adoption of the South East Plan, that has recently been the subject of an Examination in Public and a subsequent Panel Report. Once adopted, the South East Plan will replace RPG 9 but will also form part of the development plan for the site.

2.51 Relevant policies within RPG 9 are:

- Q3 Efficient Use of Land
- E1 Protected Designated areas
- E2 Biodiversity
- E5 Woodland Habitats
- E7 Pollution and Air Quality
- RE1 Economic and Sustainable Development
- RE2 Job Creation
- RE3 Economic Development
- RE4 Business and Suitable Development
- RE5 Employment Land Redevelopment
- T3 Parking Standards
- T4 Walking and Cycling
- INF1 Flood Risk
- INF2 Infrastructure Provision and Contamination
- INF3 Waste Management
- INF4 Energy Conservation and Renewable Energy

South East Plan

2.52 Relevant Draft South East Plan policies include:

- CC1 Sustainable Development
- CC2 Climate Change
- CC3 Resource Use
- CC4 Sustainable Construction
- CC5 Infrastructure and Implementation
- CC12 Character of the Environment and Quality of Life
- CC106 Strategic Gap
- W1 Waste Reduction

- W2 Sustainable Design, Construction and Demolition
- W5 Targets for Diversion from Landfill
- EN1 Development Design and Energy Efficiency and Renewable Energy
- T8 Travel Plans and Advice
- NRM4 Conservation and Improvement of Biodiversity
- NRM5 Woodlands
- NRM8 Noise
- NRM7 Air Quality

National and Regional Guidance and Advice

2.53 In addition to central Government's policy statements, a variety of design guidance and advice has been published that builds upon the increased emphasis on high quality design. The key documents are:

- *Places, Streets and Movement: A Companion Guide to Design Bulletin 32, Residential Roads and Footpaths DETR (1998)*
- *By Design - Urban Design in the Planning System: Towards Better Practice, Thomas Telford Publishing DETR & CABE (2000)**
- *By Design: Better Places to Live. a companion guide to PPG3, DTLR & CABE (2001)**
- *Safer Places: The Planning System and Crime Prevention. ODPM/Home Office (2004)**
- *Planning for Sustainable Development: Towards Better Practice. DETR (1998)*
- *Protecting Design Quality in Planning. CABE (2003)*
- *Urban Design Compendium. English Partnerships, The Housing Corporation (2000)*
- *Planning and Access for Disabled People: A Good Practice Guide ODPM (2003)**
- *Access Statements: Achieving an Inclusive Environment, Disability Rights Commission (2004)*

[* Specifically identified in PPS1]

Development Plan Policy

2.54 The development plan applicable to the proposal site comprises the Hampshire County Structure Plan 1996-2011 (Review) and Hart District Local Plan (Replacement) 1996-2006 (2002). The South East Plan has been to an Examination in Public and comments on the Panel Report by the Government Office are anticipated shortly.

2.55 **The Hampshire County Structure Plan 1996-2011 (Review)** was published in 2000. It provides the strategic planning policy framework for development in Hampshire and forms part of the statutory development plan for Hart.

2.56 Relevant design policies are as follows:

- UB3 Quality of Built Environment
- EC1 Industrial, Commercial and Business Use
- G1 Strategic Gaps
- T2 Conformation to parking policies and standards
- T3 Transport Infrastructure
- T4 Accessibility other than by private car
- T5 Contributions towards related transport improvements
- T6 New or Improved Access
- T12 Provision for walking/cycling
- C2 Development in the countryside
- E1 Protection of ground and surface water
- E3 Reducing demand for energy
- E4 Maximising energy efficiency
- E8 Impact on woodlands, trees and hedgerows
- E10 Protection of SPAs, SSSIs etc.
- E11 Protection of SINCS
- E12 Protection of areas of conservation interest other than included in E10 and E11
- E13 Opportunities to create or improve habitats other than included in E10 and E11
- E14 Archaeology

2.57 The Hart District Local Plan (Replacement) 1996-2006 was published in 2002. The following policies contained within Chapter 6.1: General Policies for Development *Control* and Chapter 6.6 *Transportation* of the Hart District Local Plan are relevant to the design consideration of the proposal:

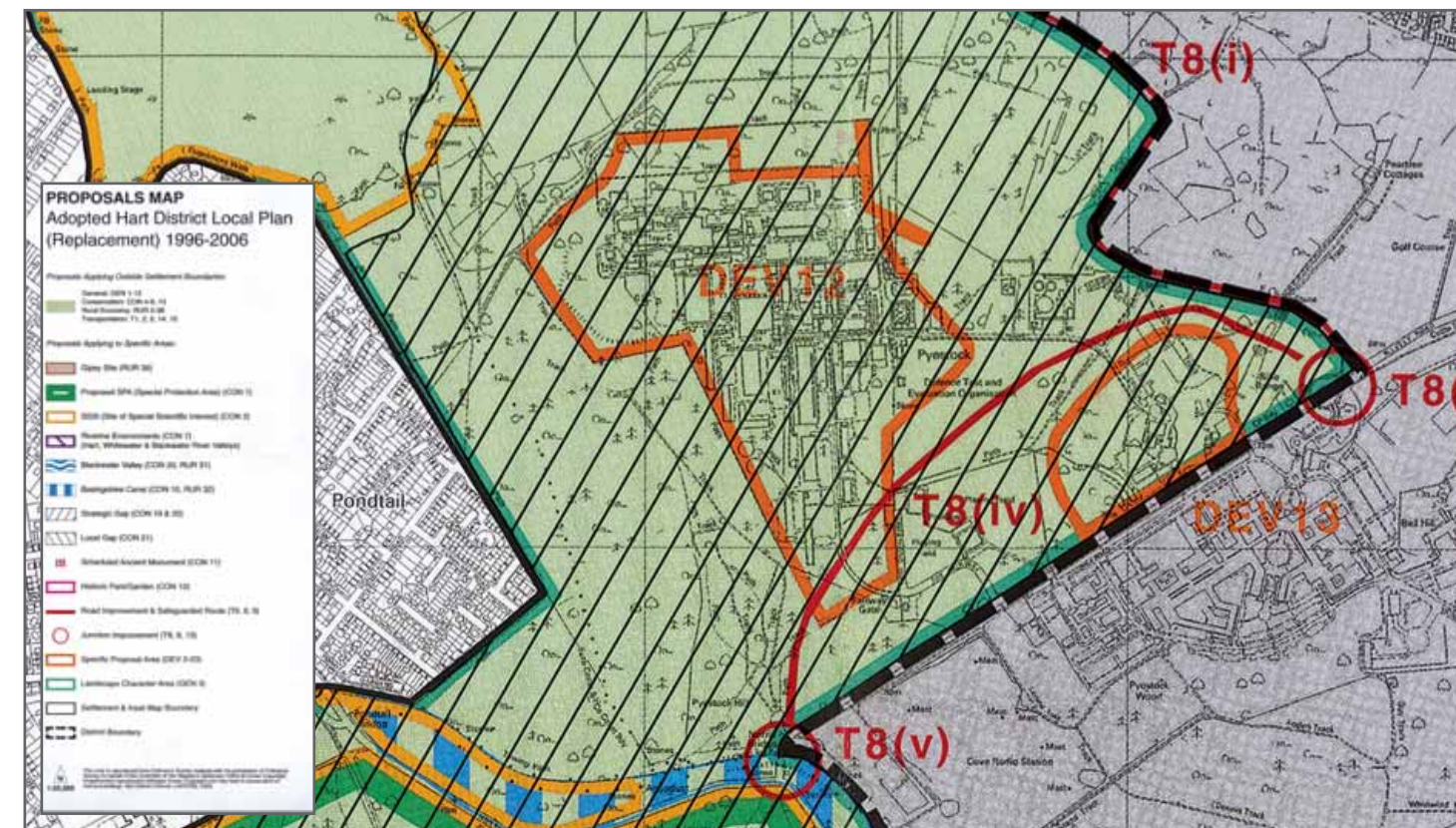
- GEN1 General Policies for Development and Change of Use
- GEN4 General Design Policy
- GEN6 Policy for Noisy / Un-Neighbourly Developments
- GEN8 Pollution
- GEN 12 Design Against Crime
- T11 Public Access for Mobility Impaired
- T13 Traffic Management
- T14 Transport and Development
- **DEV12 Pyestock: 'Area A' employment uses**
- CON1 Nature conservation: European designations
- CON2 Nature conservation: National designations
- CON3 Nature conservation: Local designations
- CON4 Nature conservation: Replacement and habitats
- CON5 Species protected by law
- CON8 Protection of trees and woodland
- CON11 Archaeological sites
- CON19 Strategic gaps
- CON23 Development affecting public rights of way
- T15 Development requiring new or improved access
- T16 Highway improvements made necessary by development

2.58 In addition, Policy DEV12 provides detailed guidance for future development at the Pyestock North site stating that *“redevelopment for employment uses will be permitted provided neither the rural character of the locality nor the open nature of the strategic gap is adversely affected”*.

2.59 Based on the national, regional and local policy and guidance outlined above, this Design and Access Statement seeks to demonstrate how the proposal satisfies the following “tests”:

- i) achievement of high quality design (PPS 1, PPS 3 and Policy GEN 4);
- ii) the design and layout of the proposed development should respect the local character (Policy GEN 1);
- iii) regard must be had to scale, massing, height, prominence, materials, landscaping, siting and density (Policy GEN 1);
- iv) the impact of the scheme, on the rural character of the locality or the open character of the strategic gap (Policy DEV12 and Policy GEN1);
- v) any material loss of amenity to existing by virtue of noise, disturbance, noxious fumes, dust, pollution or traffic generation should be avoided (Policy GEN 1 and GEN6);
- vi) regard to energy efficiency and renewable energy in the proposed scheme (Structure Plan Policy E4, RSS 9 Policy INF 4);
- vii) seek to achieve an accessible and inclusive environment;
- viii) consideration of the principle of crime prevention and public safety in the development's design and layout (Policy GEN 12);
- ix) ensure lighting within the development minimises light pollution;
- x) ensure sustainable and safe traffic movement and parking, including the provision for pedestrians, cyclists, public transport services.

Hart District Local Plan (Replacement) 1996-2006 Proposals Plan



Project Website

Consultation

2.60 The planning application has been subject to extensive consultation with both Officers from HDC and the general public.

2.61 These proposals as they emerged during the currency of the previous application (05/00238/MAJOR) were subject to a public exhibition which was held on Friday 2 June through until Monday 5 June 2006.

2.62 The exhibition was publicised by:

- Σ An A4 flyer, which was distributed to 10,000 households in the Pondtail, Ancells Farm, Cove, and Southwood area
- Advertising that was taken out in the Fleet & Farnborough News and Mail, and Surrey Hants Star
- A press release that was covered by the local papers
- The exhibition included 23 large panels setting out a summary of the proposals, including plans and design evolution.
- Copies of each exhibition board at A3 size were available for visitors to take away.
- A mini-bus tours of the site were arranged for residents to see the current state of the derelict site.
- A newsletter containing a summary of the proposals was available for residents to take away with them. This included a tear-off response form which residents were encouraged to complete at the exhibition, or to return to the freepost address.
- A project website – www.hartlandpark.co.uk was launched to keep residents informed of developments associated with the proposals.

2.63 It is as a result of this and on-going consultation that the latest proposed amendments to the scheme are proposed.

2.64 A full account of the consultation undertaken is contained in the Statement of Community Involvement previously submitted.

3 ANALYSIS / DESIGN PRINCIPLES



Aerial view of Pyestock taken about 2000



View of Building 590



View looking toward Building 638



View of Building 561

3.1 This Section evaluates the information gathered and set out in Section 2.0 in order to define those constraints that restrict the site's redevelopment and identify opportunities and options for development. The rationale behind the decisions made is explained through plans and diagrams where appropriate.

Land Use Principles

- 3.2 The site's historical and existing use, its allocation within the Hart District Local Plan, its strategic location and links to the national motorway network and perceived impacts from potential re-use of the site are all factors in the assessment of land use principles at Pyestock North.
- 3.3 The mix of engine testing facilities, the network of ducting that traverse the site, travelling cranes, power houses, plant and working towers, laboratories, stores, warehouses and offices give the site a distinct character as a focus of employment and industry. In 2003, a Certificate of Lawful Use or Development issued for the site confirmed that it was in use for Class Order B1(b) research and development with a range of ancillary B1a offices, B1c light industrial, B2 general industrial and B8 storage and warehousing operating across the site.
- 3.4 These characteristics are reflected in prevailing policy that promotes redevelopment of the site for employment uses provided that the rural character of the locality or the open nature of the strategic gap is not adversely affected (Policy DEV 12). This designation confirms that the principle of the use for employment development is appropriate.
- 3.5 A consideration of the operational characteristics of various employment uses further promotes the principle of B8 warehouse and distribution uses, above other employment generating uses. The low amenity impact of operating warehouses (both in terms of noise and peak traffic generation); lower employment generating characteristics (and linked impact on local infrastructure) when compared with some other B-class uses; and, the non-town centre nature of B8 uses all contribute towards a clear preference for B8 uses at the application site. The proximity of the M3 Motorway (Junction 4a) also represents a key pre-requisite for a B8 use.

Development Form, Layout and Orientation

- 3.6 The existing research establishment is aligned on a strong North-South orientated grid. This has created the very clear imprint onto the woodland setting. A number of the existing buildings on the site will be retained, which will include the SIGMA Aerospace and Noise Test Facility and other buildings occupied by QinetiQ. These two factors largely determine the orientation of the new infrastructure if existing buildings are to be integrated within a new development layout and the impact of the development onto the woodland setting is to be minimised.
- 3.7 Another aspect of orientation is the location of the service areas. Whilst the projected levels of noise generated by heavy goods vehicles was analysed and anticipated not to impose an impact on Pondtail, the nearest residential district to the development, it was considered opportune and appropriate that building mass could be used to shield the main noise generating operational areas associated with each unit. This is demonstrated on the three option layout plans. For that reason these are not located on the west side of the buildings, and are kept away from the western boundary.

Site Access and Movement

- 3.8 All possible access points to the site have been reviewed with the conclusion that there is a strong preference for the site to continue to use Bramshot Road for heavy goods vehicles as the main access, thereby avoiding residential areas as well as providing fast and efficient access to the motorway network. An important principle underlying the access arrangements is to ensure the capacity of the road network leading to the Junction 4A of the M3 is adequate to accommodate the projected volume of traffic, which included ensuring that Bramshot Road was upgraded and widened. The provision of a separate access from the south was investigated and included within the development proposals as a non-HGV access, to assist local highway conditions reducing traffic flows that otherwise would use northern junctions.

Residential Amenity

- 3.9 The nearest residential areas lie to the west of site at Pondtail on the edge of Fleet. However, these areas are almost 450 metres from the existing development and are shielded by dense woodland which lies between. The design team were conscious of the need to avoid potential impacts with the key factors related to visual intrusion, traffic impacts and noise. The relative isolation of the site from residential areas assists in this regard.

Strategic Gap Constraint

- 3.10 3.10 Pyestock North is an allocated development site within the Strategic Gap. As referred to above, policy DEV 12 in the District Plan states that *“Within Area A of the Test and Evaluation Establishment at Pyestock, redevelopment for employment uses will be permitted provided that the rural character of the locality, or the open nature of the strategic gap, is not adversely affected.”*



Aerial view of the strategic Gap

- 3.11 By constraining the development within the footprint of the existing Test and Evaluation Establishment the uses of the surrounding woodland could beneficially be exploited to shield the proposals from the effects of visual intrusion, lighting and noise. In addition, consideration is given to setting limits to building heights, to achieving sensitive siting of buildings, and to develop a rigorous design strategy for access for development traffic and landscape, to protect both the rural character of the locality and open nature of the strategic gap.

Height, Bulk and Scale

- 3.12 Considerable evaluation has been undertaken on the height and bulk of the buildings. Further, analysis has been undertaken on understanding the relationship with the development site of different sizes of building and with various sizes of plot. The site's location within an area of dense and largely, but not exclusively, coniferous woodland serves to offer considerable benefits in screening larger units without adverse effects on the character of these surroundings. Level differences across the site suggest that a number of different plots could be better suited to follow the local topography in preference to proposing one or two much larger building configurations. This has allowed the design team to conclude that the height, bulk and scale of distribution buildings as defined on the three option plans could be accommodated on the site.
- 3.13 Analysis of proposed ground levels and height of the surrounding woodland has enabled maximum heights to be incorporated within the masterplan parameters, taking account of the visual amenity of both the local and the wider area. Key distant viewpoints were identified, visited, and surveyed. These have formed the basis of the visual impact assessment within the Environment Statement SES. The mitigation recommended as part of the conclusion to this study limited maximum heights of 19 metres to the central part of the site, and 15 metres elsewhere. Proposed plot levels have been applied in the setting of these limits.



View from Tweseldown Racecourse



View from Caesar's Camp



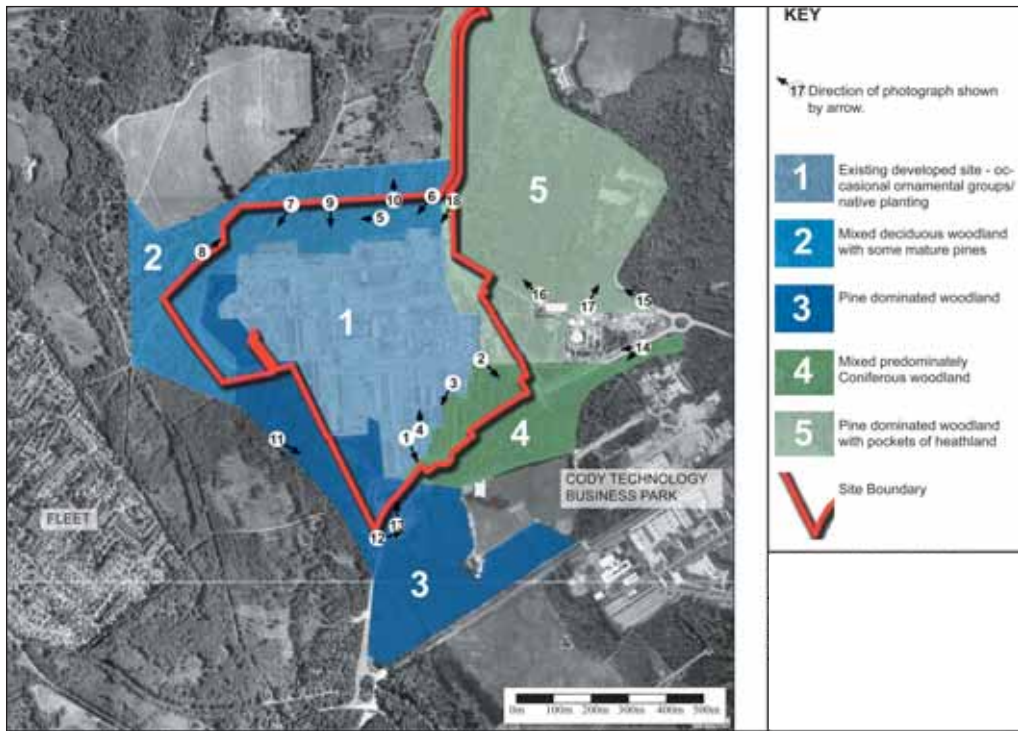
View of Public Bridleway to North West of Site



Views along Northern Boundary

Visual Analysis

- 3.14 As stated in 3.12-3.13, a visual appraisal has determined the bulk and massing of the development. The key distant viewpoints, which have been assessed in the Environment Statement and SES, are identified as Caesar's Camp and Tweseldown Racecourse. Near view points have also shown that the impact on the Public Bridleway, which comes close to the north west boundary of the site, is of critical importance. Analysis of views to the site from the same bridleway as it runs to the west of the site, as well as from Ively Road which forms the southern boundary, has also been undertaken.
- 3.15 Furthermore, the views of the existing buildings, and awareness of the public's association of built forms within the woodland setting, are relevant to how the impact of proposed development is to be assessed. Recognition of filtered views from the Public Bridleway into the site, or of rooftops breaking through the woodland canopies as seen from a distance, provides a key method in evaluating the visual form of the proposed development.



map showing key viewpoints

Legibility

- 3.16 The form and context of the proposed development, and its screened setting within an enclosed woodland clearing suggest that the legibility of the development is not as of such paramount importance as it would be, say, within an urban context. However, how the master plan is developed and laid out for the benefit and enjoyment of both users and occupiers is of great relevance. The maintenance of a clear, orthogonal grid, with axes directed to the main points of entry into the site is considered essential to enhancing legibility of the scheme.

Permeability

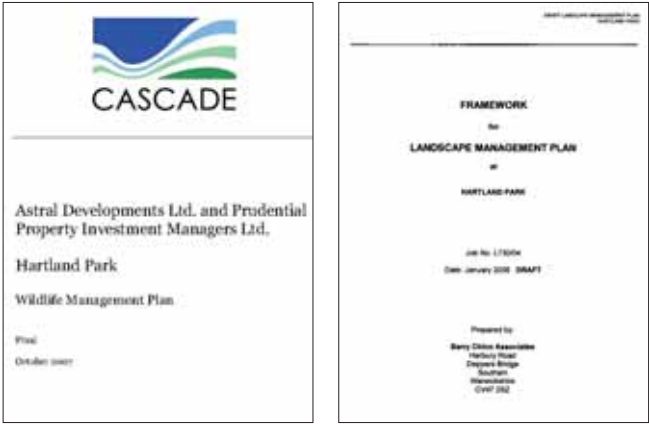
- 3.17 The context of woodland and open space is particularly important for the determining the setting for the development. It is apparent from the existing estate that the relationship with the surrounding forestry and its woodland setting are visually important enough to be subsumed into the landscape strategy for the development masterplan.
- 3.18 Furthermore, views out towards the woodland from within the development are essential to reinforce this connection of the development with the surrounding area. Estate roads and associated structural landscaping can form continuity through creating visual and landscape corridors and thereby achieve meaningful permeability.
- 3.19 Consideration therefore has to be given from where the main axes formed by the roads are derived and where they go to, and to the resultant views framed by them along their length. Gaps between buildings should be wide enough to permit views through towards the surrounding woodland. Orientation of offices buildings should be carefully considered so as to afford the most suitable aspect for occupiers, as well as means of orientating other users of the estate.

Landscape and Biodiversity

- 3.20 Landscape strategy and biodiversity are dealt with in more detail elsewhere in this submission. As identified above, the landscape of the development in forming visual links with the strong context of surrounding woodland fabric is important. Account has also to be taken of the underlying heathland habitat of the Strategic Gap which also spreads out over the Thames Valley Heaths. In this regard, areas of acid grassland on the site itself have acquired important ecological interest, and the translocation of this, along with a strategy for re-establishing the heathland on the SINC in the north east corner, were considered an important part of the landscape master plan.



- 3.21 A key part of the landscape strategy is to ensure that large stands of trees and significant areas of woodland should be maintained and where appropriate, the buffer between the development and the boundaries to the development should be strengthened by additional planting.



Safety

- 3.22 Consideration has been given to the layout of the development to ensure personal safety. This relates not only to ensuring that the layout of the development does not create an environment conducive to crime, but also to how occupiers and visitors to the estate can move freely without risk of injury.
- 3.23 Such considerations are given to the design of public areas to ensure they are overlooked by occupied premises; that the layout removes the risks posed by concealed entrances; that the development is secured; that comprehensive management measures are installed to ensure road and public routes are carefully monitored; and, that highway design and the layout of footpaths ensure that the risk to injury to road users is reduced to a minimum.

Sustainability

- 3.24 The following sustainable design principles have informed the layout and in the detailed design of buildings:
- Promotion of a variety of means of transport;
 - Avoiding flood risk and reducing run off;
 - Conservation of water resources (e.g. specification of water saving fittings and investigating opportunities for re-using water);
 - Sustainable choices of building materials and surfaces;
 - Incorporation of opportunities for energy efficient design minimising the need for heating and cooling of buildings (orientation, insulation, colour of materials, specification of lighting).

Summary of Constraints

- Maintain the grid and axis of the existing development;
- Development footprint to match as near as possible the existing footprint;
- Heights should be limited to 19m and 15m depending on the situation;
- Buildings to be kept away from the boundaries;
- Consideration of nearby residential areas;
- Appropriately incorporating buildings to be retained;
- Service areas not to be sited on the western side of the buildings; and
- Existing bodies of woodland and significant stands of trees to be retained;

Summary of Opportunities and Potential

- Opportunities exist to redevelop a brownfield site with an attractive modern business environment, discreetly inserted into the existing woodland clearing;
- Potential to provide a sympathetic landscape strategy which will complement the existing setting and increase extent of native heathland habitat;
- Provide a mix of jobs which fit neatly within the planning policy for the site and that can be sustained by local community; and,
- Potential to enhance local highway infrastructure through improvements.

4

THE PROPOSAL

- 4.1 This Section provides a description of the scheme and how it has been informed by Sections 2.0 and 3.0 and the project brief. As required by the DCLG Circular 01/2006 'Guidance on Changes to the Development Control System' (2006), this Section provides a description of the amount and use of development proposed together with an outline description of the scheme, to the extent that such matters need to be considered when reserved for later determination. Details of the intended design approaches towards seeking approval of reserved matters are provided in the following Section.

Brief

- 4.2 Michael Sparks Associates were commissioned by PRUPIM/Astral Developments Ltd to design a development to the highest standards. The brief from the developers stated that the buildings were to be built from high quality, modern materials, paying due regard to both long life and excellent finish. The units themselves were to be set in plots that would incorporate provision for landscaping, staff amenity, and efficient access and egress for operational vehicles, as well as convenient use by cars, cycles and pedestrians. The units had to be adaptable to suit the varying and changing demands of the distribution and logistics industry. The development had to recognise the demands imposed by both its location and its surroundings.
- 4.3 The application site also includes land owned by the Ministry of Defence. This land is necessary for the widening of Bramshot Road. Land owned by QinetiQ to the South also forms part of the application site, and this land is required for the construction of the Southern access on Ively Road.

Design Evolution

- 4.4 Over a period of three years the design team has analysed a number of different options for the layout, considering the following key parameters:
- Configuring the main axis of the masterplan in several orientations. These included configuring the layout of the development in a NE-SW axis that runs parallel to the western boundary, as well as the final layout which follows the orientation of the previous DERA estate. This was necessary to evaluate the differing types of building that could be accommodated on the site, to review how the

infrastructure could be integrated, and to investigate how the surrounding woodland would be affected.

- Investigating a variety of different plot and building sizes. This study was undertaken to ascertain how a variety of commercial opportunities, identified by market research, could be accommodated and to correlate the size of buildings with the impacts on the surrounding woodland.
- Investigating various options to identify the best location for the Ively Road access. This proved very sensitive with regard to potential visual and landscape impact. The final location was the culmination of much analysis and represents the best solution in terms of maintaining the woodland character of the road and achieving an acceptable highway layout.

Previous Schemes evaluated

Design Concept and Principles

- 4.5 The concept can be summarised as follows:
- A development positioned within the boundaries of the existing footprint of the park, following the same grid network of road and routes to minimise impact on the surrounding woodland.
 - Reinforcing the grid with a complementary orientation of buildings, and with corridors of strong structural landscaping.
 - Locating the larger buildings in the centre of the business park to separate them from sensitive receptors arranged around the boundaries.
 - Orientating the ancillary office elements of each building toward the public realm, to improve the architectural presentation of the main axes through the development.
 - Relocating areas of grassland to the periphery of the development to ensure an ecological continuity with the surrounding natural habitat and the ecological corridors with surrounding areas of heathland.
 - Avoiding the location of service areas to the west of the buildings and to establish the principle that the buildings should form a shield to the operational uses from the nearby residential area of Pondtail.

Use

- 4.6 As we have seen above, traffic and socio-economic analysis, as well as taking due regard of strategic policy objectives overwhelmingly influenced the decision to proceed with a B8 development. Offices and industrial development would have generated higher levels of traffic at peak hours and higher employment levels.

Amount

- 4.7 The development has a gross external floor area of 126,216 sq metres of new development. This excludes the retained buildings on the site.
- 4.8 Factors were considered at arriving at an optimum floor area for the extent of development: These are as follows:
- The developable footprint that was available for development once consideration of woodland retention, ecological enhancement and visual impact are taken into account.
 - Market demands for the size of buildings to be accommodated on the site

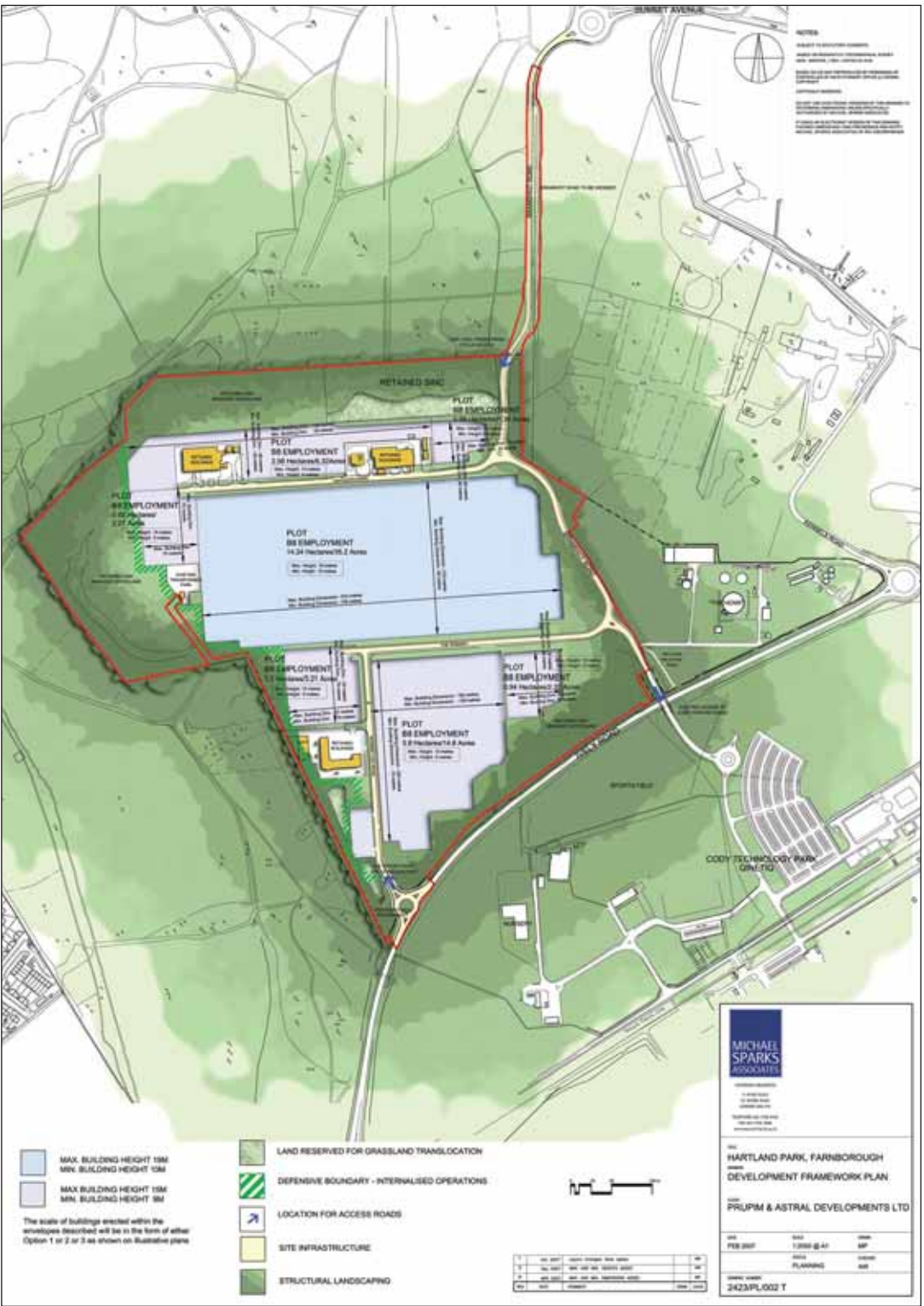
Layout

- 4.9 Bramshot Road will form part of main estate road which will run through the site and connecting Ively Road to the South. A turning off this road will permit the continuation of the existing route into Cody Park across the Ively Road bridge.
- 4.10 The junction with Ively Road will provide access and egress for cars only.
- 4.11 Two secondary roads branch off Bramshot Road to serve the development, and both follow the line of existing roads. The northern most branch follows the line of Kerr Road, and the southern road follows the line of The Romany. The connection with Ively Road is made from a new road running north-south road which links in with the western end of The Romany.
- 4.12 The scheme shown on the application drawings is proposing a range of different sized buildings that can accommodate a range of logistics operators and distributors. Within the constraints highlighted above, the sizes, heights and layout reflect these requirements.
- 4.13 The applicants have submitted three illustrative master plans which show how the site can be developed within the parameters of the Development Framework Plan and which fulfil the aspirations of this Statement. These are shown on drawings 2423-PL-083A, -084A and -085A and show maximum and minimum building dimensions (including heights). These are the only three options being pursued for the site and it is intended that the development will be carried out only in accordance with one of these three options.

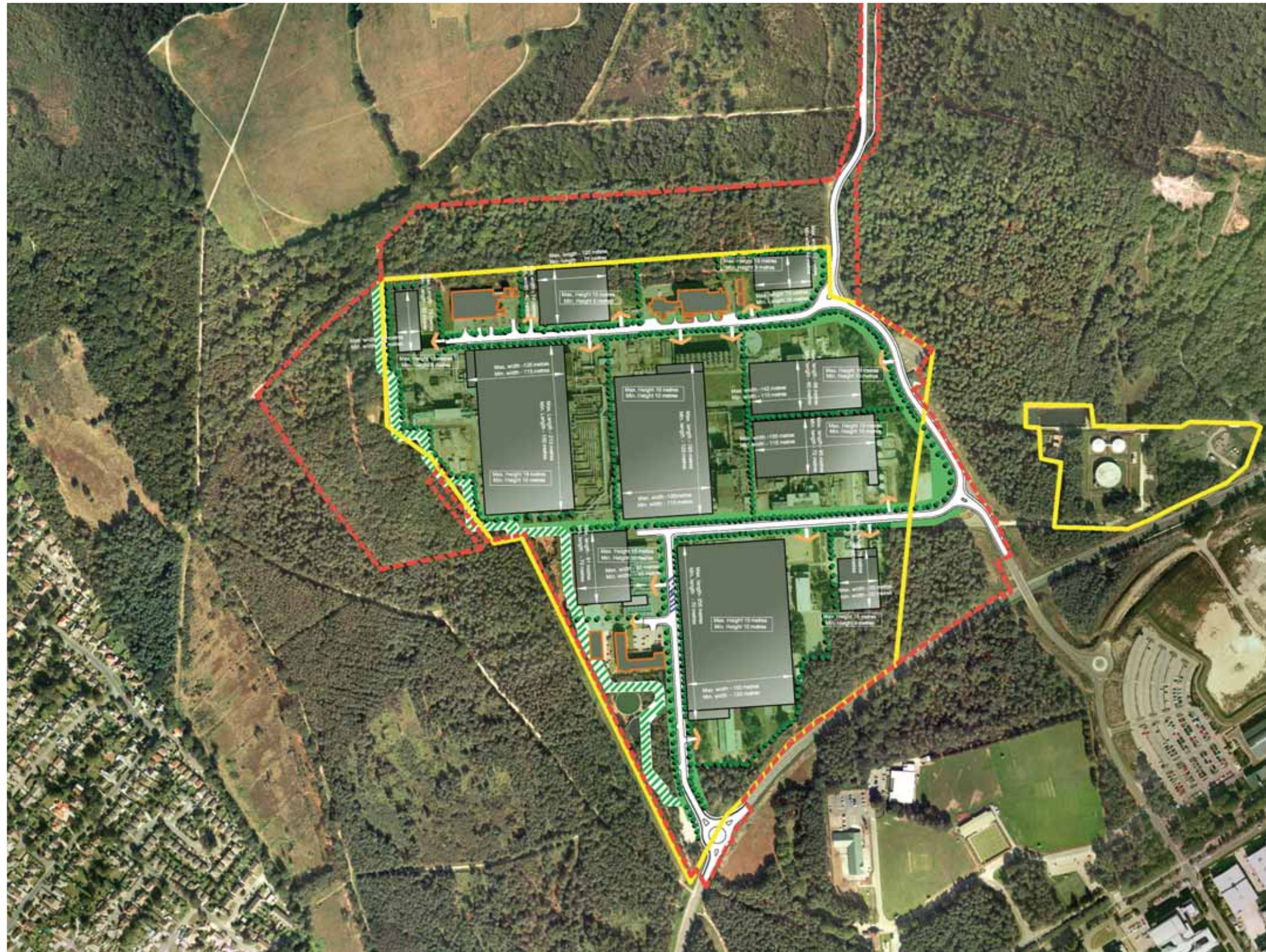
Scale

- 4.14 A further important element within the design process (in addition to the scale parameters of the buildings discussed above) is not just a question of whether the scale of buildings constitute visual intrusion or otherwise, but rather more to do with the consideration of how scale is complementary to the setting of public spaces formed by the buildings and the areas of both new and retained woodland. For this reason it was considered that one or two very large buildings would not fulfil the rigorous criteria that the design brief set itself. However a number of medium-sized buildings, along with their ancillary offices, landscaped areas, complete with the retention of large stands of existing trees, could be satisfactorily accommodated without being overbearing and without upsetting the natural characteristics of the site.
- 4.15 It is to be emphasised that the scale of the surrounding plantation woodland and the perception of existing large structures on the site, has supported the proposition that the scale of medium sized distribution buildings is appropriate to the context of the site.

2423-PL-002T Development Framework Plan

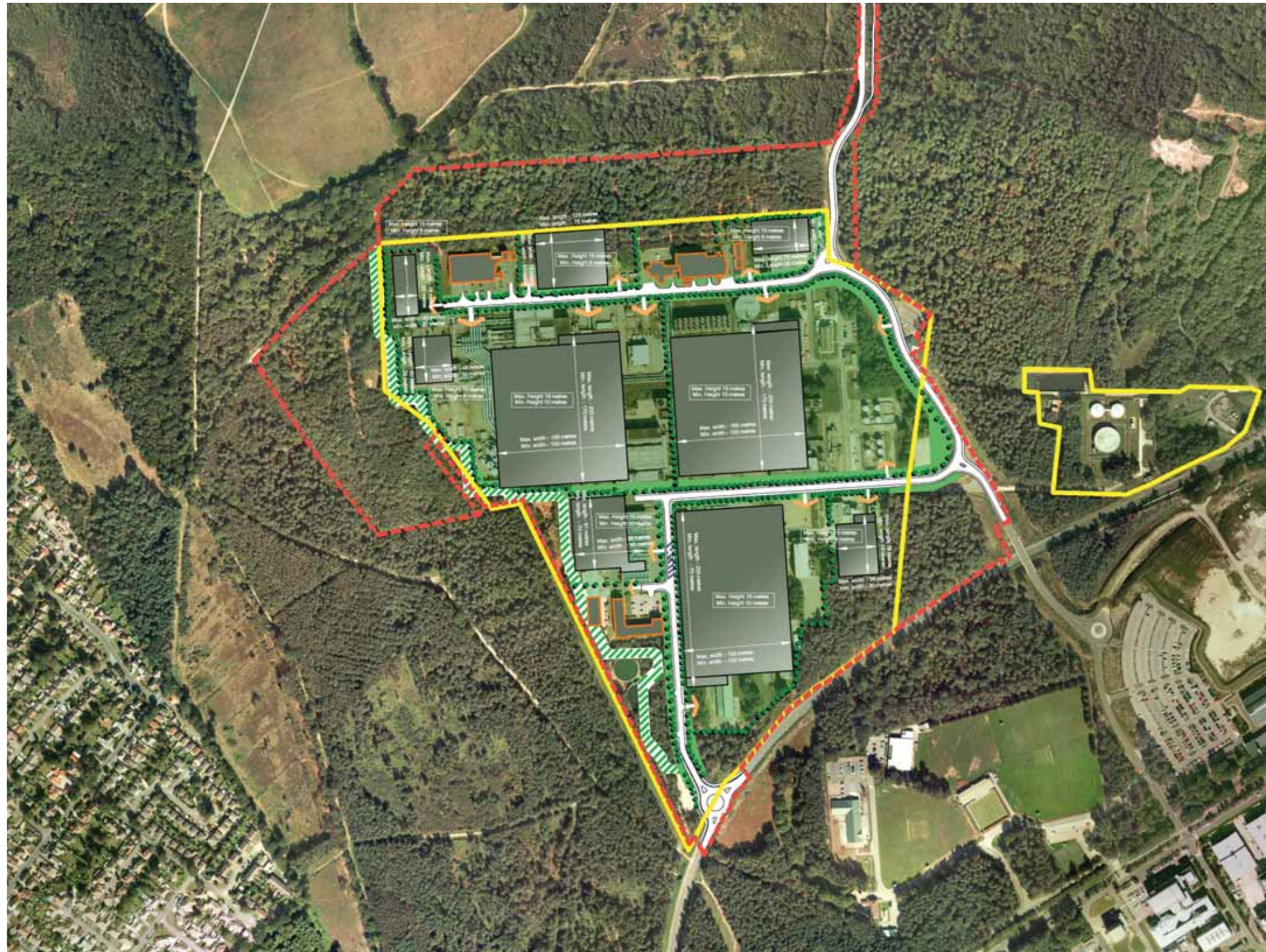


Masterplan Option 1 (Ref. No. 2423-PL-o83A)



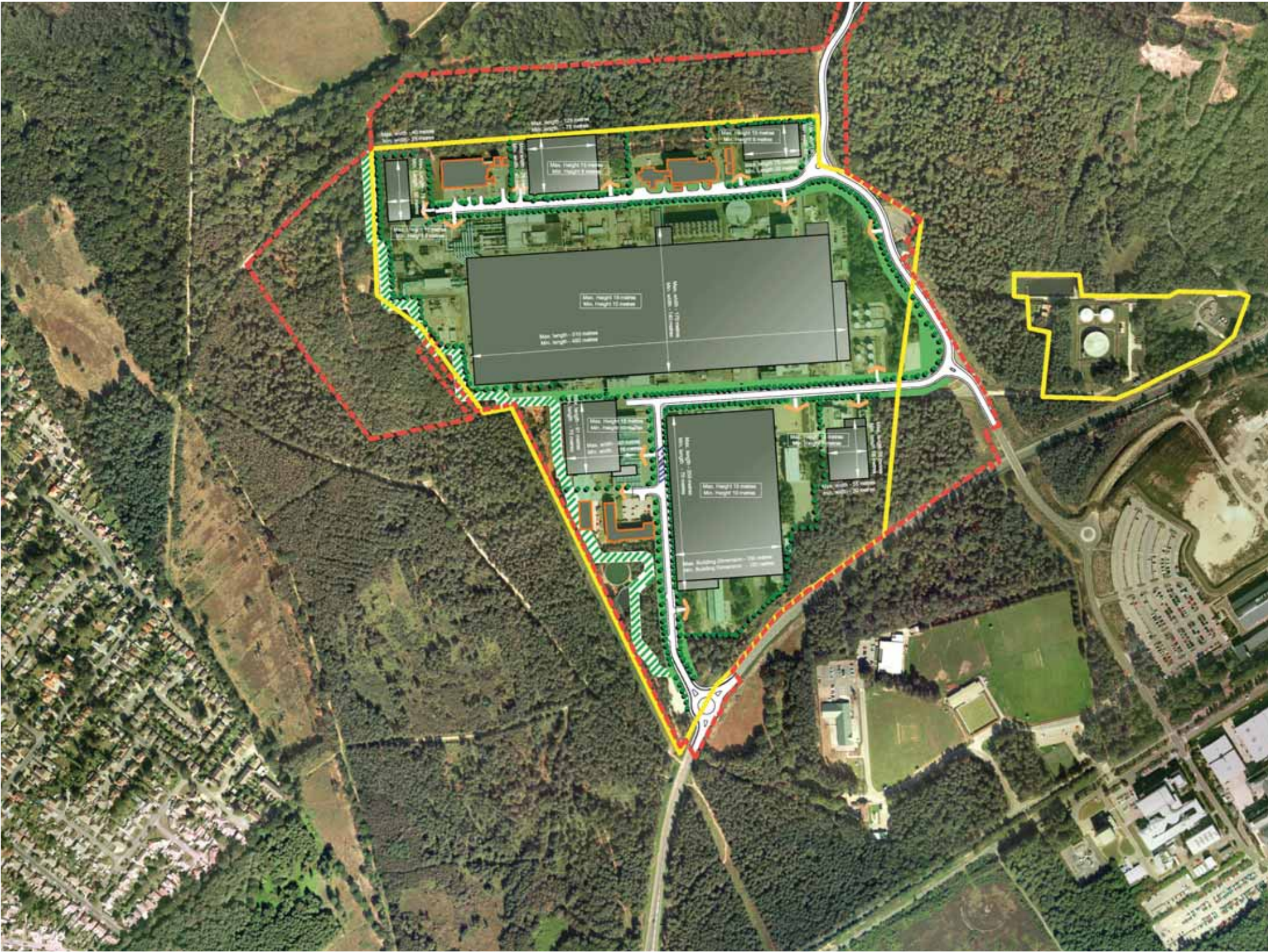
- The masterplan in this option is arranged around the existing road structure with some of the existing roads retained.
- This option shows ten new buildings, in addition to three retained facilities.
- The service areas for the new buildings are orientated away from the western boundary from site, which is the side nearest to Pondtail, in order to create a defensive boundary.
- This illustration shows the proposed development follows the imprint of the former DERA Establishment, as well as being contained within the boundary covered by the Certificate of Lawful Use, denoted by the yellow line

Masterplan Option 2 (Ref. No. 2423-PL-o84A)



The layout is similar to 1 but with eight new buildings. The road structure and developable area of the site is identical to Option 1.

Masterplan Option 3 (Ref No. 2423-PL-o85A)



As the other two options but with seven buildings, showing just one building in the zone designated for 19 metre high structures.

Landscape Strategy Plan

Landscape

- 4.16 The design of the landscape will respect the existing character of the area and minimise the effects of the scheme by sympathetic integration of the development proposals into the surrounding environment.
- 4.17 The buildings have been positioned to retain an internal woodland backdrop to the boundaries thereby keeping visual intrusion from outside the site boundary to a minimum, providing a backdrop and scale appropriate to the built form and retaining the existing landscape character of the site periphery and it's linkage to the surroundings. Where a reduction in woodland depth has resulted in filtered views into the development particular attention will be given to enhancement by infill planting with understorey and trees as appropriate.
- 4.18 The landscape areas are concentrated on the perimeter of the development, along the access roads, within and surrounding car parks and service yards and at main building entrances. The landscape strips associated with the two main estate roads are planted in a way that draws the character of the existing woodland into the site. Ground cover and grass verges will also be used. This approach will provide a degree of habitat connectivity through the site. Around the car parks and close to main site and building entrances semi native / ornamental tree and shrub species will be introduced to add colour and depth and thereby highlight these arrival points. Hedges will be used to provide visual separation where appropriate. The north-west boundary will be planted with a combination of extra heavy standard trees, feathered trees and transplants in an informal manner within the existing rather sparse woodland.
- 4.19 The extensive areas of woodland retained within the scheme will be managed with the aim to achieve age diversity without compromising screening potential.
- 4.20 The acid grassland / heathland affected by the proposals will be translocated to two locations 1) to the north of the site adjoining and partly within the designated SINC and 2) to the west. Creation of two substantial areas of acid grassland / heathland using and matching the area of the existing fragmented habitat resource will provide a desirable habitat within the development.



Appearance

4.21 Whilst the planning application is in outline, the applicant’s design team have developed a design strategy for the proposed buildings and where necessary, this has formed the basis of certain design assumptions contained the ES, in particular the Landscape and Visual Impact Statement. This strategy envisages that buildings will be generally steel framed, and clad in profiled metal cladding and curtain walling. The design of the units will complement the modern and “high-tech” character of the development. Large areas of cladding will be broken down by means of varying colours and subtle articulation. This will include horizontally and vertically orientated recessed bands picked out in contrasting colours, to delineate external walls into proportionate bay widths. The roofs will be green in colour to reduce the visual impact from distant viewpoints. The buildings will be set within well-landscaped plots and will include ancillary offices. The office elements will be designed to reflect the public face of the major national and international businesses that will be located in the park, and reflect the local and regional significance of the business park. The offices will have glazed facades and will include canopies and double height reception areas.



Lighting



Landscape



Parking



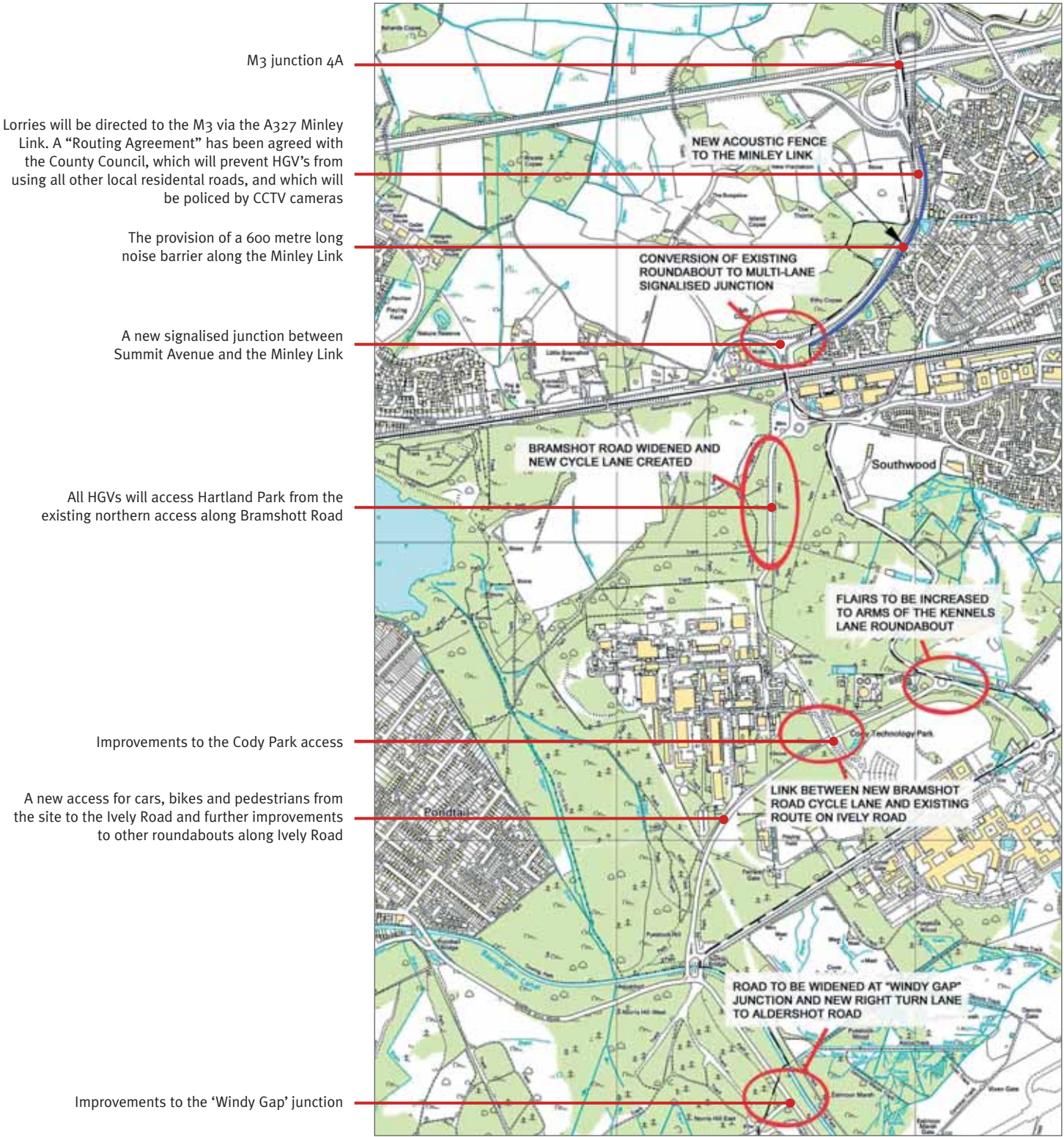
Pedestrian / Cyclist Movement



Signage

Access

- 4.22 In terms of transport links, the site will be integrated with local communities by a series of highways improvements, footpaths and cycleways. All heavy, operational traffic will be restricted to entering and exiting the site using Bramshot Road via the Pyestock roundabout in the North. Bramshot Road will be widened to improve access for development traffic. The scheme also includes the construction of a new roundabout on Ively Road to the South, to provide access for cars, public transport, cycles and pedestrians. Reference to the Transportation Assessment explains the reasons for this. The existing access to Cody Park will be retained.
- 4.23 Car parking is provided at 1 space/104 sq m (GIA) reflecting the ratio agreed with Hampshire County Council. The car park areas will be paved in block paviours which will form part of a coordinated hard landscaping strategy. Areas of car parking will be broken up by areas of landscaping. Defined pedestrian routes will ensure there will be a clear separation of pedestrian and car traffic. The car parks and pedestrian areas will be illuminated to a level where public safety, and a perception of personal security, are satisfied, but will also be designed to provide an attractive night time environment that will complement the public face of the buildings.
- 4.24 A strategy has been devised for the benefit of cyclists. The development will contain designated routes for cyclists, which will link to the surrounding road network. This will include a cycle path which will run alongside Bramshot Road that will join the existing route adjacent to Ively Road. Parking provision for cycles will be located at convenient points close to personnel entrances to the buildings. The buildings will also contain cyclist's facilities, such as showers, in both the office and the warehouse areas.
- 4.25 The park will be laid out to achieve accessibility for disabled occupants. Each building will be provided with a generous allocation of disabled parking. These spaces will be located as close as possible to the entrances to buildings and facilities, to reduce travel distances. Level access to the main entrances and receptions will be provided.



Map showing proposed off-site works



- 4.26 Disabled spaces have been designed in accordance with the recommendations of Approved Document M. The approach route from the designated spaces to the entrance is level with dropped kerbs.
- 4.27 Pedestrian crossings will have both blistered and tactile paving and drop kerbs. Block pavers and surface materials with a textured surface will be used for the pedestrian routes to give an even but slip-resistant surface.
- 4.28 Level access to the main entrances and receptions will be provided. Drop kerbs will be provided at the sides of the spaces to facilitate access from the disabled spaces to the pedestrian routes.
- 4.29 The entrance to the buildings will be clearly defined and any glazing to the doors or side screens will incorporate high and low level manifestation in accordance with Approved Document M recommendations. The entrance doors are to be double leaf doors, but each leaf will have a clear opening width of 800mm.
- 4.30 The door furniture to building entrances is to be clearly defined, located approximately 1000mm above ground level and of a type that is easy to operate. The door opening pressure will be set as low as possible. (20 Newtons is normally recommended.) Entry into the unit will be generally level and doors are to have a clear opening width of 800mm with lever furniture that contrasts with door at 1000mm above floor level.
- 4.31 Inside the buildings, routes from the reception to the toilets and office space will be through a single leaf door having a clear opening width of 800mm. The doors will be fitted with vision panels commencing at 500mm, and lever furniture that contrasts with doors at 1000mm above floor level. The opening pressures for all doors will be set as close as possible to 20 Newtons. The door surrounds and general decoration will be in accordance with Approved Document M, in respect of colour contrast.
- 4.32 Vertical circulation within the building to the office area is either through a lift, to an appropriate specification to enable use by wheelchair users and disabled persons, or by stairs which will be designed for use by the ambulant disabled and in accordance with Approved Document recommendations. This will include the appropriate rise and going of each step, as well as visually contrasting nosings and handrails.
- 4.33 The buildings will be operating over a 24-hour, 7-day period, and the external operational areas will be illuminated during the periods of darkness. Operational lighting to the service areas will be carefully designed so as to minimise light spillage by the use of cowls and deflectors.
- 4.34 The Development will incorporate as far as possible a strategy for sustainable design. This will include the incorporation of architectural elements to enable the potential for natural ventilation, to permit natural lighting and minimise use of artificial lighting in daylight hours, to ensure the buildings are air tight, and to reduce solar gain. This strategy will include guidelines for building design and performance to maximise flexibility, longevity, and recyclability, and will be matched by specifications that will determine the most sustainable choice of construction materials; for instance by ensuring that timber is sourced from sustainable forestry, prohibiting products containing CFCs and HCFCs, and incorporating materials arising from demolition in the construction works.
- 4.35 The layout will allow the potential for flexibility in ducting, pipework, and cabling within the energy infrastructure to enable the future installation of low voltage cables and increase the extent of distributed energy.

Energy Use and Renewable Energy

4.36 The approach to energy use and maximising the use of renewable energy at the site involves both energy demand management and energy supply management.

Energy Demand Management

- 4.37 Measure to reduce energy consumption in new buildings, can include:
- Optimising the use of natural daylight (reducing the need for electric lighting) with north facing polycarbonate roof lights over 15% roof area. (cf industry standard of 10%).
 - Introducing natural ventilation and cooling as opposed to comprehensive air conditioning;
 - Using solar air heating by using solar air collectors for office and warehouse heating;
 - Minimising air leakage and reducing energy lost through the external fabric of the building (above Building Regulations levels) including high levels of insulation;
 - Reducing solar gain by locating offices on the north elevation or incorporating bris soleil and tinted glass on other elevations;
 - Using low energy fittings throughout;
 - Using low / no water use fixtures and timing controls;
 - Considering west facing green walls and green roofs where feasible;
 - Using a sustainable materials schedule including
 - i) high quality pre fabrication which involves less work (and energy) on site and minimises wastage
 - ii) local, recycled and/or recyclable materials
 - iii) low energy paints
 - iv) sustainable consideration in landscape design and specification.

Energy Supply Management

- Maximising the feasible use of solar and wind power;
- Exploiting the potential for flexibility in ducting, pipe work and cabling within the energy infrastructure to enable the installation of new and future technology including lower voltage cabling and increase the extent of distributed energy;
- Meeting the energy requirements of secondary infrastructure lighting by solar and wind powdered street lamps. These lamps can use integrated wind and photovoltaic (PV) modules which are stand alone. Alternatively centralised PV banks can be considered as they are more efficient but with the disadvantage of greater distribution costs;
- Utilising energy controls such as passive infra-red sensors, mixer taps and heating valves, including digital recording with meters and mechanical service loads to allow occupiers to implement monitoring programmes;
- Using solar hot water heating from the evacuated tube method;
- Using T5 fluorescent lamps in appropriate luminaries with high frequency ballasts in lieu of T8 for office lighting;
- Evaluating potential for sustainable urban drainage (SUDS) such as oversized piping, porous paving and other forms of water storage and attenuation. The SUDS system can be allied to a grey water policy;
- Using rainwater harvesting and using ‘grey water’ for landscape irrigation, wc flushing and sprinkler tank/vehicle was supply as methods of water conservation;
- Installing high efficiency boilers and opting for ‘A’ rated energy appliances with sophisticated timers.

5

ASSESSMENT AGAINST POLICY

DESIGN POLICY OBJECTIVES	RESPONSE
i) Achievement of high quality design (PPS1, PPS 3 and Policy GEN 4).	This Statement, through the explanation of the evolution of the masterplan design; the account of the design concept and principles; and, the description of proposed uses, layout, scale, appearance, landscaping and access arrangements demonstrates how the development will be of a high quality design. Whilst the detailed design of buildings is reserved for future determination, the site layout plans and details within this Statement demonstrates how the proposals create quality buildings designed for flexibility, longevity and recyclability with specifications adopting sustainable choice of materials. Buildings are set within landscaped plots with attractive amenity areas with efficient access and egress for all vehicles, cycles and disable visitors / occupants.
ii) the design and layout of the proposed development should respect the local character (Policy GEN 1).	The proposed development area comprises brownfield land, currently occupied by a variety of industrial / warehouse and office buildings, and industrial structures. This Statement demonstrates how the development is positioned within the boundaries of the existing footprint, following the same grid network of roads and routes, within an existing woodland clearing. Existing large stands of trees and woodland areas are maintained and where appropriate, the buffer between the development and the boundaries to the development is strengthened through additional planting. Assessments of ground levels and woodland has enabled maximum heights to be incorporated within the masterplan parameters, taking account of the visual amenity of both the local and wider area. The result is a development without harm to the character and quality of the surroundings.
iii) regard must be had to scale, massing, height, prominence, materials, landscaping, siting and density (Policy GEN 1).	This Statement explains the approach to masterplanning the site, justifying the scale, massing, height and other key design characteristics of the proposals, within the context of site characteristics and wider planning considerations. Through the retention and enhancement of the existing boundary treatments, the development within the existing building footprint and on the same grid layout, the location of larger buildings towards the centre of the site and the adoption of a sympathetic landscaping strategy, the development protects the site's existing character and outlook.
iv) the impact of the scheme, on the rural character of the locality or the open character of the strategic gap (Policy Dev12 and Policy GEN1).	This Statement along with the visual impact assessment undertaken within the Environmental Impact Assessment and Supplementary Environmental Statement demonstrates that the scheme will not harm the rural character of the locality or the open character of the strategic gap. The masterplanning approach outlined above along with existing site characteristics ensure that the proposed development can be created whilst protecting prevailing character.

DESIGN POLICY OBJECTIVES	RESPONSE
v) any material loss of amenity to existing by virtue of noise, disturbance, noxious fumes, dust, pollution or traffic generation should be avoided (Policy GEN 1 and GEN 6).	Noise, air quality and traffic impact assessments are provided as part of the Environmental Impact Assessment and Supplementary Environmental Statement submitted with the application and these studies demonstrate that the proposed development will not materially harm prevailing amenity.
vi) regard to energy efficiency and renewable energy in the proposed scheme (Structure Plan Policy E4, RSS 9 Policy INF 4).	This Statement demonstrates the approach to both energy demand management and energy supply management, that will bring about a reduction in energy consumption whilst exploiting renewable energy opportunities. It is envisaged that the development will incorporate a wide range of modern energy initiatives, to be secured through subsequent reserved matters applications.
vii) seek to achieve an accessible and inclusive environment (Policy T14).	The three possible development options for the site all provide an accessible layout allowing inclusive access. Through the provision of disabled parking close to building entrances, the creation of level access to buildings, drop kerbs and tactile pavings, the development will provide suitable access and this will be further developed through submission of details as reserved matters.
viii) consideration of the principle of crime prevention and public safety in the development's design and layout (Policy GEN 12).	The layout options create overlooked public areas and entrances, car parking and service areas. Footpath and cycle ways are to be lit designed to give good forward visibility and avoid hiding places. With a comprehensive management of the site, and on-site security monitoring likely to be adopted the development will create an environment that protects personal safety.
ix) ensure lighting within the development minimises light pollution (Policy GEN 1).	The October 2006 Lighting Report and Supplementary Environmental Statement demonstrates that through the use of modern lighting technology light spill, glare and upwards light loss to the surrounding areas will be minimised. The nature of the scheme and the character of the surrounding woodland assist in assimilating the development into its surroundings.
x) ensure sustainable and safe traffic movement and parking, including the provision for pedestrians, cyclists, public transport services. (Policy T14).	The site is well located in relation to the strategic highway network, with an efficient link to the M3 motorway. With proposed improvements to the local highways, footpaths and cycleways, improved links will be created between the site and residential areas. Sufficient parking is created to serve the quantum of development proposed together with an appropriate level of servicing for all units. Covered cycle parking will be provided across the site and conveniently located in relation to the units, good pedestrian circulation within the site will also be created.

6

PLANNING CONDITIONS AND LEGAL AGREEMENT

- 6.1

This document identifies an approach and commitment to high quality sustainable design in the context of the adopted and emerging planning policies and in response to consultation reaction. As is appropriate in these circumstances, conditions attached to the planning decision and a legal agreement (a ‘Section 106 Agreement’) provide mechanisms to secure delivery of the design and access initiatives outlined in this document.
- 6.2

It is envisaged that an appropriate condition(s) would be applied stating that the details of the scheme will be in accordance with both the Development Parameters Plan Ref No. 2423-PL-002T and only one of the three options identified in the Statement Ref 2423-PL-083A, 2423-PL-084A and 2423-PL-085A. Such a condition will provide the local planning authority with additional control on the delivery of a scheme that embraces the design principles outlined within this document.
- 6.3

Suggested wording for such a condition is as follows:
“The details submitted to satisfy relevant planning conditions shall have full regard to the principles set out in the ‘Design and Access’ document, dated October 2007, and shall generally conform with the Development Parameters Plan Ref No. 2423-PL-002T and only one of the three layout options Ref 2423-PL-083A, 2423-PL-084A and 2423-PL-085A.
- 6.4

As identified in Section 2.0 above, the planning committee report for application 05/00238/MAJOR required the legal agreement to secure a number of obligations. It is considered that these obligations, which are set out below, remain appropriate and would be secured through the legal agreement associated with this application:

 - A Wildlife Management Plan
 - A Landscape Management Plan
 - A Construction Environmental Management Plan
 - The Green Travel Plan
 - Off-site highway improvements
 - An archaeological watching brief
 - Contributions towards community projects and environmental enhancement schemes fairly and reasonably associated with the project.

SUMMARY

- 7.1 This Design and Access Statement replaces the previously submitted Design and Development Considerations document, and accompanies the outline planning application for the proposed warehousing and distribution redevelopment at Hartland Park (application reference 07/00764/MAJOR). The development will provide approximately 126,000 sq m of B8 floorspace in a series of medium to large scale units, creating a distribution park at this previously developed and allocated employment site whilst also protecting the existing character of the site and its surroundings.
- 7.2 This Statement demonstrates how through an understanding of the site and an assessment of existing development constraints that include those associated with the site's status as a major developed site within the strategic gap has led to a full appreciation of the site's development capacity. Equally, an assessment of site opportunities predominantly associated with its brownfield character and location within its woodland clearing with excellent links to the strategic road network have enabled the evolution of a masterplan that is appropriate for the site and its surroundings.
- 7.3 The revised Development Framework Plan (2423-PL-002T) defines the development parameters for the proposal. Additional clarity is provided in the form of the three options that now have enhanced status with confirmation that with the proposed scheme to be developed only in accordance with one of these options (Plan references 2423-PL-083A, 2423-PL-084A and 2423-PL-085A). These plans, along with other application documents and the contents of this Statement demonstrates how the site can be developed; how the character of the site and surroundings will be preserved; how significant landscaping can be integrated into the scheme; how the environment can be protected and enhanced and how the development can be safe and accessible to all.

In Summary:

Amount

- 7.4 The extent of the proposed development area and maximum height of buildings has been informed by landscape and visual impact, ecology, market demand and traffic considerations. The site option plans demonstrate how the proposed floorspace can be accommodated at the site with due regard to these constraints and opportunities.

Use

- 7.5 The traffic and socio-economic analysis, along with an assessment of prevailing national, regional and local planning policy influenced the decision to proceed with B8 development. The lower traffic and employment generating characteristics as well as the site's location and links to the motorway network support the principle of warehouse distribution uses at Hartland Park, over other traditional employment generating uses.

Layout

- 7.6 The site option plans demonstrate how the proposed floorspace can be accommodated at the site, with the existing grid layout and main access adopted in the new masterplan proposals. The layout allows for a range of different sized buildings, to satisfy various demands from the local market, whilst also creating an attractive business environment with on-site landscaping surrounded by extensive woodland planting.

Scale

- 7.7 The requirement to create this quality business environment and the associated need to provide public spaces, permeability, landscaped areas, protected habitats and the retention of large stands of existing trees has helped determine the scale of development and buildings, with preference for a larger number of smaller buildings rather than one or two very large buildings.

Landscaping

- 7.8 The landscaping strategy has been designed to respect the existing character of the area with the sympathetic integration of the development proposals into the surrounding environment.

Appearance

- 7.9 A strategy outlined in this Statement has been developed to guide the consideration of this matter at the reserved matters stage. It is envisaged that buildings will complement the high-tech character of the site, with steel framed buildings, clad in profiled metal cladding and curtain walling. The use of varying colours to pick out details, and green coloured roofs will help the buildings assimilate into the landscaped setting.

Access

- 7.10 The site will be integrated with local communities and the motorway network by a series of highway improvements, footpaths and cycleways, detailed within the Transport Assessment. The Park will also be laid out to achieve accessibility for disabled occupants, with dedicated parking, level accesses, appropriate surface treatments, clearly defined entrances to buildings and other appropriate measures.
- 7.11 It is considered that this Statement demonstrates an approach and commitment to high quality sustainable design and development. The proposed quantum of floorspace, the use, layout and scale all represent response to site characteristics and conditions and through detailed architectural and landscape design, the proposals accord with prevailing design policy guidelines at all levels.