

**HAVERHILL BUSINESS PARK
HAVERHILL CB9**

PROPOSED COMMERCIAL DEVELOPMENT

DESIGN AND ACCESS STATEMENT



November 2015

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1.Introduction

Cornish Architects have been appointed by Hammond Rutts Investments Limited to prepare a proposal for the development of remainder of the plots at the Business Park. While it is the case that development of some of the plots at the Business Park has taken place in the past since the original planning permission was granted in 2002, no further development has taken place since 2008. This application seeks planning consent, in outline, for development of B1, B2 and B8 Industrial / Warehouse buildings, road side uses (petrol filling station and restaurant/s Use Classes A3/A5), car dealership, ancillary lorry park for Business Park occupiers, together with landscaping, car and HGV parking and associated works and facilities including access, on the remainder of the Business Park. This employment site provides the opportunity for companies to locate within a popular and accessible industrial/warehousing estate which benefits from good communication routes and easy access.

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

A separate Application was submitted in October 2015 (Application Nos. StEBC 15/2056, BDC 15/01274) for construction works associated with earth moving and ground profiling, together with the erection of retaining structures, as well as temporary access from Phoenix Road and Icen Way for construction vehicles, and the formation of development Platforms.

The Business Park lays within the administrative boundaries of both St Edmundsbury Borough Council as well as Braintree District Council. In the case of the current proposals, it is only a relatively minor proportion of the land that falls within Braintree; two plots located off Phoenix Road and west of Bumpstead Road. It has been agreed with officers that St Edmundsbury Council will act as lead Authority, but application papers will be sent to both and that two Decision Notices can be issued so as to cover all of the application site.

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

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

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



Aerial view locating the site

2.0 Site Context

2.1 The site

The application site comprises some 12.6 ha of vacant land located either side of the Bumpstead Road close to the roundabout junction with the A 1017 Haverhill Bypass.

The site is accessed from, and is bounded to the south, by the Bypass.

The land forms part of the well-established Haverhill Business Park which in turn forms part of the wider industrial / commercial areas located on the south east edge of Haverhill. Access to the Business Park is from Bumpstead Road linking to Phoenix Road to the west and to Icenii Way to the east.

2.2 Environment & Surrounding Buildings

To the north of the site are predominantly commercial / industrial uses with residential further to the north and Haverhill town centre beyond. Adjoining the Business Park on the north east boundary (Plots NE1 and NE2) is a wooded area that is also within the ownership boundary. Residential properties are located on the lower slope fronting the B1057 Bumpstead Road.

Further industrial areas are located to the east of the site, beyond the disused rail line, with access from the A143. Commercial and industrial development is located to the west with access from Helions Bumpstead Road.

A good deal of development on the Business Park has already taken place since the original permission was granted in 2002. The following have been built and are occupied:

Harvester Restaurant and Days Inn Hotel

- Culina Logistics
- Stagecoach
- HiD
- Buildbase
- Percy Dalton
- Terence Barker Tanks

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



Iceni Way



Phoenix Road



Plot SW1 from Phoenix Road



Plot NW1 from Phoenix Road



Plot NW2



Plot NE1



Plot NE2



Plot NE2



Plot SE1 from By-Pass



Plot SE2 from By-Pass



Days Inn



HiD



Buildbase



Stagecoach



Culina



Industrial development to the north



Residential properties to Bumpstead Road



Woodland buffer to the North of NE Plots



Woodland buffer to the North of NE Plots



Public Footpath to the East boundary

2.3 Planning Policy

To be read in conjunction with the Planning Statement prepared by Stutchbury Associates Limited

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

The National Planning Policy Framework

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

The Development Plan: St Edmundsbury Borough Council

The Core Strategy acknowledges the importance of secure economic vitality and growth by delivering an adequate and continuous supply of land for employment. The site is an existing employment site.

Policy CS9 sets the target of creating at least 13,000 jobs by 2026 and sees Haverhill (as a 'Town' under Policy CS4) as being a key component in being able to meet this need. Haverhill Vision 2031 identifies the Business Park as laying within HV9 General Employment Area where B Class uses are considered to be acceptable in order to increase employment opportunities and increase the range of jobs in the area.

This proposal addresses the aspirations of the policy by re-vitalising the remaining plots of the Business Park to meet the needs of modern industry thereby seeking to improve employment opportunities and consequent economic output.

The proposed development provides sustainable development so as to improve economic, social and environmental conditions within Haverhill and protect the existing employment site.

The Braintree District Policy Framework

The Core Strategy 2011 – 2026 aims through Policy CS4 'Promotion of Employment', to increase job opportunity and to support the local economy through 'developing existing employment sites' in the main towns which includes Haverhill. The Site Allocation and Development Management, includes within Map 59, the site within an Employment Policy Area where, inter alia, employment development is seen as being acceptable.

3 Overall considerations & objectives

3.1 Brief and Design Objectives

The Client's brief is:

To develop the outstanding plots within the Business Park to provide new B1, B2, B8 Industrial / Warehouse accommodation to suit current needs for industrial/warehouse occupiers. The applicant is also considering road side uses (petrol filling station and restaurant/s Use Classes A3/A5), car dealership and an ancillary lorry park for Business Park occupiers.

At this stage the application is in Outline form and the Client is therefore considering a range of uses. The eventual proposals will respond to market demand within the parameters of the outline proposals.

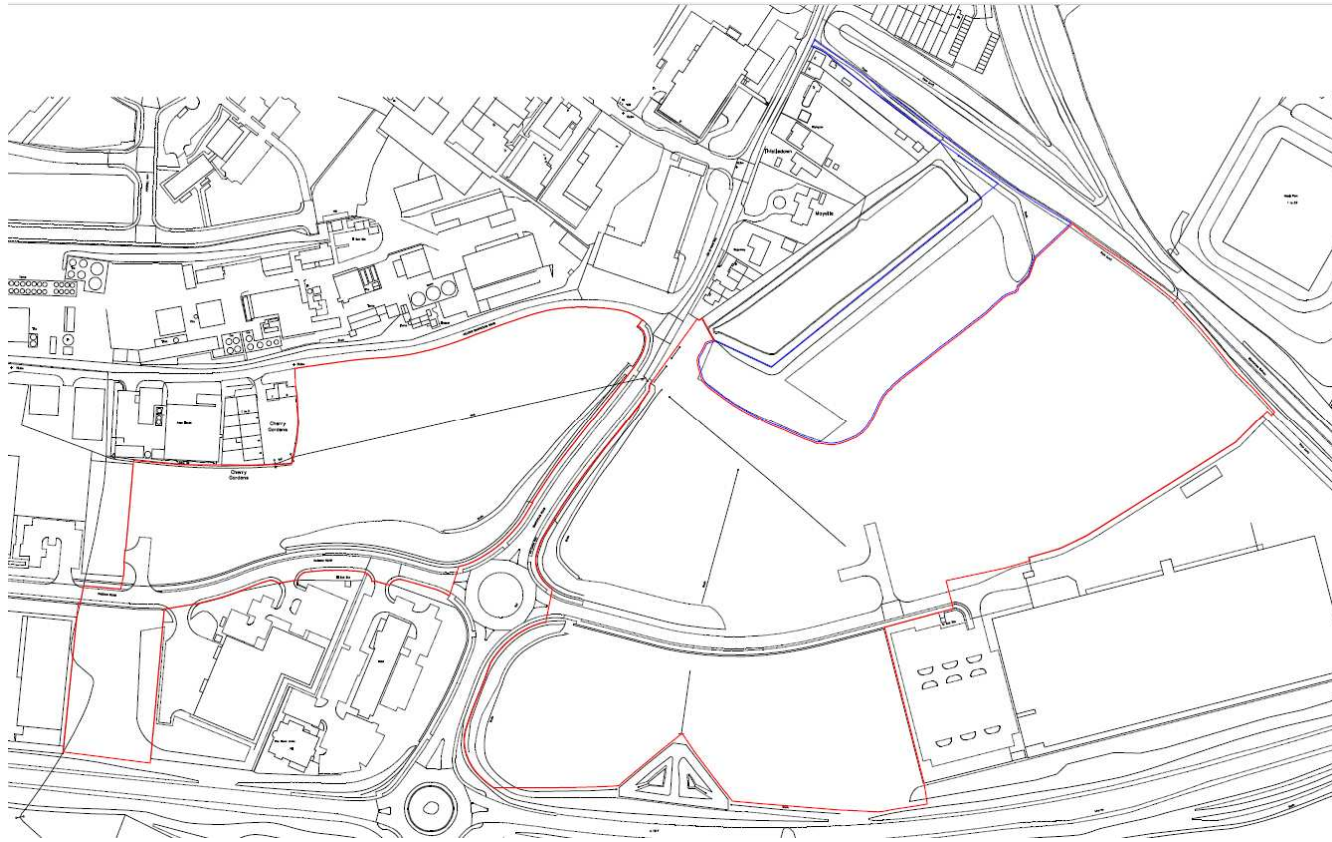
3.2 Design Concept & Development

A separate application has been submitted for construction works associated with earth moving and ground profiling together with the erection of retaining structures to create the development platforms.

Features and constraints of the site include access from Bumpstead Road, Phoenix Road and Iceni Way, a public footpath to the east site boundary, existing underground infrastructure services, surrounding industrial units and housing to the north of the site

Within these constraints, the concept is:

- Where possible to access the plots from Phoenix Road and Iceni Way. Site entrances to serve both car and delivery vehicles but to separate these, as far as possible, to maximise safety on the site.
- To retain the existing Woodland to the north of Plots NE1 and NE2 to provide a landscape buffer between the proposed development and the housing to the north



Site location plan

3 Overall considerations & objectives

- To retain the existing public footpath to the East boundary
- To minimise disruption to nearby users and occupiers and materials taken off site

4 Design:

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

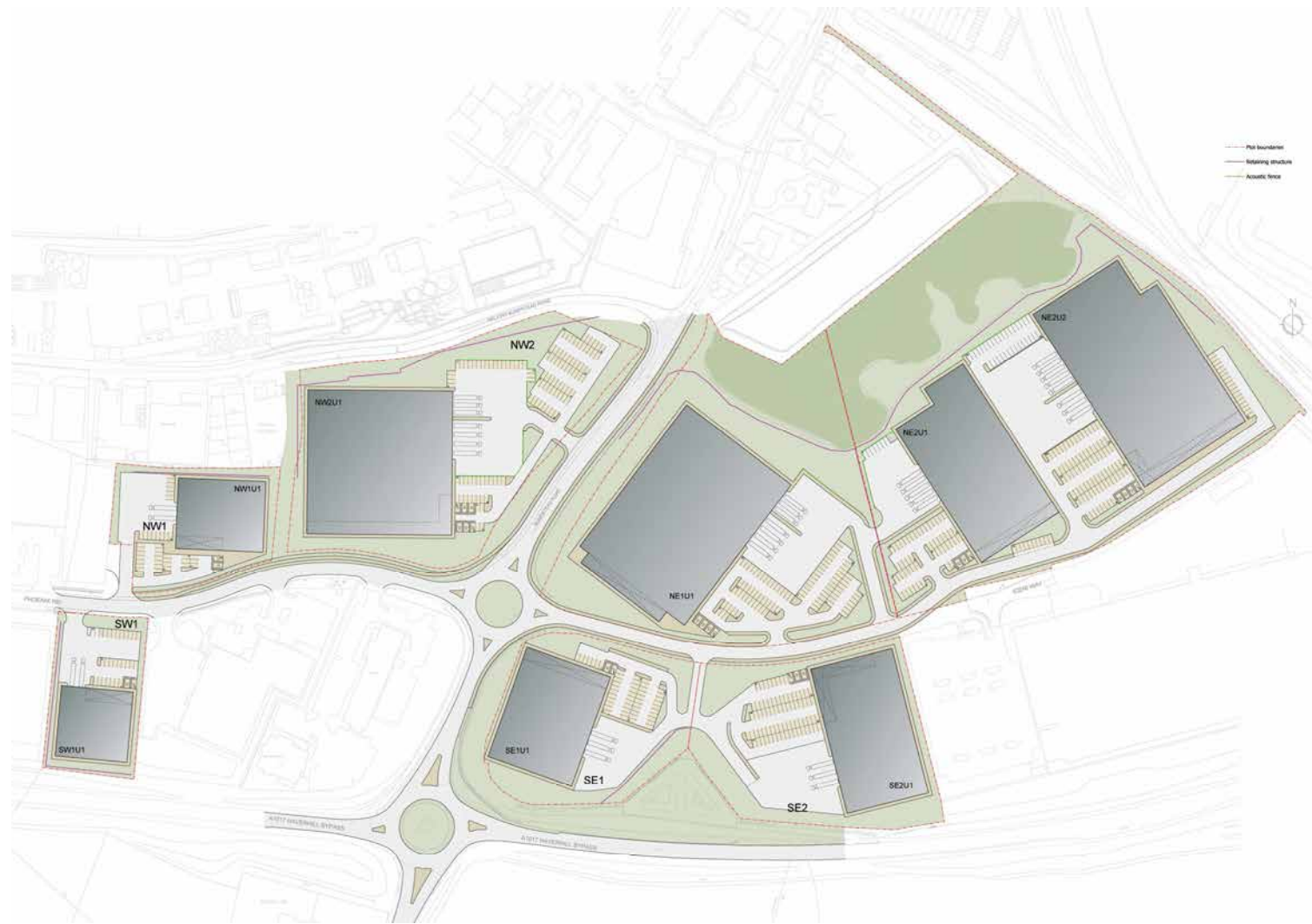
4.1 Design Approach

It is proposed to develop the site for up to some 45,966 sq m GEA of B class employment space that would be suitable for flexible uses with Use Class B1, B2 and B8, road side uses (petrol filling station and restaurant/s Use Classes A3/A5), car dealership, and ancillary lorry park for Business Park occupiers. The Framework Plan 15016/TP/004 layout is based on the assumption that the whole site is built out for large space users. This is done to demonstrate that the total maximum floorspace can be satisfactorily accommodated on the site. However, the application seeks a more flexible permission so as to allow a range of the above uses, which would involve a variety of building sizes. For example, PFS, Restaurant and Trade Counter uses within the B8 would have smaller building(s) footprint . Should any of those other uses come forward, then the framework plan and total floorspace would change.

The Framework Plan shows the site laid out as seven separate plots with buildings ranging in size from 1,983 sq m to 9,320 sq m. The layout respects the existing topography of the site and proposed earth movement works. It gives the opportunity to optimise efficiency of the employee car parking areas while incorporating secure service yards for each unit as well as provision for cycles. Access to the plots is generally from Phoenix Road and Iceni Way. The exception to this is plot NW1 which is accessed from Bumpstead Road.

The layout makes provision for the retention of the existing woodland landscape buffer along the boundary to the north of plots NE1 and NE2 and the existing public footpath that runs along the border with the eastern boundary. The woodland landscape buffer provides a physical and visual screen between the development and the housing to the north.

The buildings have an ordered layout rationalised by a structural grid and optimised to create efficient open plan warehouse accommodation. The core and ancillary office accommodation are positioned on the front façade, providing good accessibility, assisting visitors with orientation. The proposed units would receive good levels of natural light through roof lights to the warehouses and glazing to the offices.



Indicative Framework Plan

Schedule of approximate areas

| Plot | Platform area | | Unit No. | Ground floor area | | First floor area | | Total unit area | | Plot total | | Platform coverage % |
|--------------|-----------------|-------------|------------|-------------------|------------------|------------------|-----------------|-----------------|------------------|-----------------|------------------|---------------------|
| | sq.m | acres | | sq.m | sq.ft | sq.m | sq.ft | sq.m | sq.ft | sq.m | sq.ft | |
| SW1 | 4,273.0 | 1.1 | SW1U1 | 1,803.4 | 19,411.8 | 180.0 | 1,937.5 | 1,983.4 | 21,349.3 | 1,983.4 | 21,349.3 | 42.2 |
| NW1 | 5,310.0 | 1.3 | NW1U1 | 2,198.2 | 23,661.4 | 210.0 | 2,260.4 | 2,408.2 | 25,921.9 | 2,408.2 | 25,921.9 | 41.4 |
| NW2 | 16,468.0 | 4.1 | NW2U1 | 7,388.7 | 79,532.0 | 771.7 | 8,306.6 | 8,160.4 | 87,838.5 | 8,160.4 | 87,838.5 | 44.9 |
| NE1 | 19,066.7 | 4.7 | NE1U1** | 8,679.9 | 93,430.4 | 438.8 | 4,723.2 | 9,118.7 | 98,153.7 | 9,118.7 | 98,153.7 | 46.7 |
| NE2 | 30,219.0 | 7.5 | NE2U1 | 5,479.6 | 58,982.4 | 550.0 | 5,920.2 | 6,029.6 | 64,902.6 | 15,349.6 | 165,223.1 | 46.2 |
| | | | NE2U2 | 8,470.0 | 91,171.1 | 850.0 | 9,149.4 | 9,320.0 | 100,320.5 | | | |
| SE2 | 10,976.0 | 2.7 | SE2U1 | 4,423.6 | 47,615.6 | 477.8 | 5,142.5 | 4,901.4 | 52,758.1 | 4,901.4 | 52,758.1 | 40.3 |
| SE1 | 8,899.0 | 2.2 | SE1U1 | 3,647.4 | 39,260.6 | 396.4 | 4,266.8 | 4,043.8 | 43,527.5 | 4,043.8 | 43,527.5 | 41.0 |
| Total | 95,211.7 | 23.5 | 8.0 | 42,090.8 | 453,065.4 | 3,874.7 | 41,706.7 | 45,965.5 | 494,772.1 | 45,965.5 | 494,772.1 | 44.2 |

*All areas taken as GEA

** 50% of office located on the ground floor

NE2 platform includes access road

Schedule of approximate areas

4.0 Design cont.

4.2 Use

The proposed building uses to be within B1,B2 and B8 of the Use Classes Order, road side uses (petrol filling station and restaurant/s Use Class A3/A5), car dealerships (sui generis), ancillary lorry park for Business Park occupiers, together with landscaping, car and HGV parking and associated works and facilities including access. Access to be determined.

4.3 Amount

The proposed development seeks consent for up to 45.966 sm GEA as illustrated on the Framework drawing 15016/TP/004

4.4 Layout

The framework site layout shows the buildings positioned within secure yards.

This proposal will provide delivery vehicle parking at appropriate ratios for modern industrial use, car parking at an average of the Suffolk County Council maximum standard for Use Classes B. Disabled parking and long stay cycle parking to meet the SCC standards.

The above standards are those illustrated on the submitted drawing site layout plan 15016/TP/004.

4.5 Landscaping

A simple scheme of low level, low maintenance shrub planting together with semi mature trees informally planted around the plot perimeters and parking areas will be utilized to create an attractive external environment. The existing mature landscape to the site boundary will be retained and enhanced as part of the scheme.

Planting will be designed to blend in with the existing landscape zones beyond the site boundaries.

4.6 Scale & Density

The scale of the development is sympathetic and in keeping with the surrounding context of the estate.

4.7 Appearance

Elevational treatment of the units would provide a mixture of curtain walling and windows, composite cladding panels. The proportions of the glazing to cladding would be centralised around the cores and office accommodation, whilst the other three elevations would be more subservient finished in built-up cladding. The fenestration of the facades would balance glazing with cladding and set out panel depths to correspond with glazing cill and head heights and floor levels. Functional elements of loading doors, dock levellers, pedestrian doors and windows are used to add interest to the facades.

4.8 Security

The plots will be secured by perimeter palisade fencing and gates.

4.9 Sustainability

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

Materials specified will target high levels in the BRE Green Guide ratings. Building systems will be designed to be environmentally efficient.

The development will be subject to BREEAM requirements with a full assessment undertaken including Pre-assessment, Design assessment and Post Construction Review.

4.10 Refuse and Cycle Storage

Refuse and recycling is located in a fenced compound away from the building adjacent to the parking, as indicated on the plans. Cycle storage associated with each unit is incorporated within the site boundaries, close to the office accommodation entrance

4.11 Noise

Sharps Redmore has assessed the likely noise emissions from a planned commercial/industrial uses on the site.

The assessment has been undertaken on the basis of an illustrative site layout.; (Framework Plan Drg no 15016/TP/004).

In relation to internal activity taking into account the distance attenuation to the nearest resident properties it is concluded that based on typical operation of the proposed B1, B2 and B8 use, noise from internal activity will have a negligible impact.

External service yard activity has been assessed and adopting a precautionary approach, the yards to the plots NE2 and NW1, 2 & 3 are screened from the nearest noise sensitive properties by acoustic fences.

Noise from increased traffic resulting from the development will have a negligible impact on local residents.

Taking into account the above it is therefore concluded that if granted the proposed development will not compromise the Governments' noise policy vision, as stated in the Noise Policy Statement for England and National Planning Policy Framework.

5 Access

5.1 Access to the site

Access and transport matters have been considered by Vectos Highway Consultants, on behalf of the applicants. Access to the Business Park will be taken from Haverhill Bypass onto Bumpstead Road and then from the roundabout junction to Phoenix Road and Icen Way. The roads have been designed to accommodate the operations of the completed Business Park, including large vehicles. There is, as a result, considerable spare capacity. The roundabout junctions on Bumpstead Road and the Bypass junction have sufficient capacity to safely accommodate the level and type of traffic.

It is proposed, that in order to provide development flexibility in the layout of the northern portion of Plot NW2 an additional access be created off Bumpstead Road.

5.2 Access within the site

Within the site, there will be full vehicular access to delivery vehicles and emergency vehicles.

In order to provide pedestrian safety, a designated path will be marked from the site entrance up to the office entrance and to the rear of the building.

5.3 Accessibility for the disabled

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

6 Ecology

The Reports and Habitat Surveys undertaken by DeltaSimons Environmental Consultants confirm that there are no protected plants, birds, or mammals that are affected by the proposals but that slow worms, common lizard and grass snakes were found in the west and east of the site. The report recommended a programme of translocation to the area adjoining to the north, and that recommendation has been taken up by the applicant. The ecological interests were confined to plots NE1 and NE2 and translocation work to move the reptiles to a specifically created receptor site took place over July – October. This has involved scrub clearance by qualified ecologists, erection of fencing to ensure that translocated reptiles remain within the receptor and the placing of some 400 bitumen roofing tiles to attract reptiles. Refugia checks are being undertaken to ensure all reptiles will be translocated from the Business Park site. A further report will be prepared and submitted on the conclusion of that exercise.

7 Application Drawings

| | |
|--------------|----------------------------------------------------|
| 15016/TP/001 | Application Site Plan |
| 15016/TP/002 | Site Location Plan |
| 15016TP/003 | Site Location Plan—Braintree District Council area |
| 15016/TP/004 | Indicative Framework Plans |