15/10/67686

SIMPSON HILDER
ASSOCIATES LIMITED

DESIGN & ACCESS STATEMENT

PROPOSED WORKS AT:
WINCHESTER HOUSE
SCHOOL LANE
CHANDLER'S FORD
EASTLEIGH
HAMPSHIRE
SO53 4DG

FOR:
SOUTHAMPTON BUILDERS LTD

JUNE 2010

SIMPSON HILDER ASSOCIATES LIMITED
67a HIGH STREET
LYNDHURST
HAMPSHIRE
S043 7BE
Telephone: 023 8028 3798
Facsimile: 023 8028 3688
E: sha@simpsonhilder.co.uk
W: www.simpsonhilder.co.uk

Our Ref: 5747 Design & Access Statement Issue 1

SIMPSON HILDER
ASSOCIATES LIMITED

CONTENTS

1.0 Introduction

2.0 Site Assessment & Context

2.0 Planning History

4.0 Policy

5.0 Evaluation & Design Principles

6.0 Establishing the Design Solution

7.0 Flood Risk Statement

8.0 Arboricultural Statement

9.0 Access

10.0 Sustainability

11.0 Conclusion

1.0 INTRODUCTION

1.01 This Design & Access Statement has been prepared in connection with the proposed works at Winchester House, School Lane, Chandler's Ford. The aim of the statement is to identify the applicant's aspirations for the site and to outline how the application proposals reflect these aims in light of the site context and the relevant planning policy.

1.02 The application is submitted on behalf of Southampton Builders Ltd.

1.03 The proposals to which this planning application relate are for the complete refurbishment of the existing office and workshop areas, including external remodelling of the building.

2.0 SITE ASSESSMENT & CONTEXT

Location

2.01 The site occupies an area of approximately 0.3 of a hectare (0.76 acres) located at the south-eastern side of School Lane in Chandler's Ford (see aerial photos and map).

2.02 The site is situated within the large Chandler's Ford Industrial Estate, in an area of mixed commercial, office and retail use classes.



Fig 2: Site within Chandler's Ford Industrial Estate (outlined in blue)



Fig 1: Site location within Eastleigh



Fig 3: Aerial view

Boundaries

2.03 The site is bounded to the north-west by School Lane, the main road running through the centre of the industrial estate. The site is partially screened from the road by five semi-mature trees (Fig 4).

2.04 To the north-east, south-east and south-west the site shares its boundaries with other commercial and industrial premises.

2.05 The north-east boundary, shared with HWB Chartered Accountants, consists of a low-level retaining wall with chain link fencing above (Fig 5).

2.06 The south-eastern boundary of the site is stepped, and separates the plot from WF Wades electrical distributors (on Mayflower Close) and Vear Group (on Speedwell Close) by means of chain link fencing.

2.07 The site is separated from CooperVision to the south-west by a chain link fence, with some low-level planting providing a screen to the front of the site.



Fig 4: Trees along School Lane boundary



Fig 5: Site entrance and north-east boundary (view from School Lane)

Surrounding Environment

2.08 School Lane, the road on which the building is sited, exists as the main thoroughfare through Chandler's Ford Industrial Estate. The estate is predominantly commercial and industrial in use, with a number of tenants including warehouses, distribution centres, retail outlets and commercial van sales.

2.09 The site is located near to the centre of Chandler's Ford, a residential area within the Borough of Eastleigh which lies west of Eastleigh town centre.

2.10 Between Chandler's Ford and Eastleigh lies the M3 motorway, the main road link between the south coast and London. Chandler's Ford Rail Station is also close to the industrial estate, providing users and local people with links to London and the surrounding area.

Description of the Site

2.11 The site is approximately 0.31 hectares (0.76 acres) in total area. The site is rectangular in shape, with a step in the rear (south-east) boundary, and is approximately 48 m wide by 73 m long at its widest points (see Fig 6). The front elevation faces north-west. The site is more or less level.

2.12 The site is almost entirely developed with either building footprint or external hardstanding areas. The main office / workshop building (c. 1,180 sq m ground floor area) is sited parallel to the main boundaries with the two-storey office element fronting School Lane.



Fig 6: Site boundary

2.13 The site is currently vacant, with its most recent use having been as a car repairs workshop with associated administration and office space.

2.14 No outbuildings exist on the site. Parking is provided to the front and rear of the building, and the south-eastern corner of the site is used for vehicle storage.

2.15 Vehicle circulation to the full perimeter of the premises is possible, via two sets of gates which are sited at the eastern and western corners of the building (Figs 7 & 8).

2.16 Trees are located along the front elevation and form part of an avenue of trees planted along School Lane. 5 no. trees are situated within the site along the north-west boundary. Several trees are located along the south-west boundary but are beyond the site demise.

2.17 Three vehicular access points exist, along the north-west boundary of the site. Access to the site is achieved via School Lane in either direction.

2.18 The office accommodation consists of a two storey structure clad in brickwork, with regularly spaced metal-framed windows to each side elevation and larger amounts of glazing to the front, facing onto School Lane (Fig 9).

2.19 The workshop, joined to the rear of the offices, consists of a steel frame portal structure running front to back. The lower half of this is clad in brickwork matching the offices, with grey profiled metal cladding above. The rear elevation shows the profile of the portal frame roof pitch (Fig 10).

2.20 Access to the offices is gained via a main entrance door on the north-eastern elevation, and 2 alternative doors also provide access and egress the same area. The workshop area is served by 5 loading doors and 4 personnel doors covering all areas of the building.



Fig 7



Fig 8



Fig 9



Fig 10

4.0 POLICY

4.01 Policies contained within the Eastleigh Borough Local Plan Review (adopted May 2006) that relate either directly or indirectly to the proposals for the site include the following:

4.02 **Existing Employment Areas 117.E**

Proposals for new development or redevelopment for employment purposes (use classes B1, B2 or B8) within the existing employment sites identified on the proposals map will be permitted, provided they do not conflict with policy on the location of office development.

4.03 The proposals for Winchester House intend for the building to retain its current use, in a building brought up to modern standards.

4.04 **Existing Employment Areas 118.E**

The redevelopment or change of use of an existing employment site, or the development of an allocated employment site, as identified on the proposals map, for uses other than B1, B2 or B8 employment purposes will only be permitted if:

i. *it does not, either by itself or cumulatively with other changes on the same employment site adversely affect the employment base either by markedly reducing the potential choice of employment in the local area or by significantly reducing the range and variety of premises or sites available for employment purposes within the local area; or*

ii. *it would result in land use, amenity or environmental benefits sufficient to outweigh any material harm to the employment base of the Borough.*

4.05 Although the above policy applies to the whole of the Chandler's Ford Industrial Estate, it does not apply to the submitted proposals as they do not relate to a change of use.

5.0 EVALUATION & DESIGN PRINCIPLES

5.01 The purpose of this section is to evaluate the site analysis information and to identify the opportunities and constraints for the proposed development.

5.02 The applicant and its design team have identified that their requirements for the site can be provided through the reuse of the existing building structure, without increasing the existing floor space.

5.03 The decision to completely refurbish the existing building, together with extensive remodelling externally, was taken as the ideal solution with regards to providing a modern and marketable building.

5.04 Given the layout of the site and existing premises it was felt logical that the office and workshop areas should retain their current positions. Internally, the subdivisions and raised areas within the workshop will be removed in order to meet the needs of any future tenants.

5.05 Under the proposals, a smaller amount of office floor space than existing will be provided, with the workshop area increasing as a result. The office space provided will be open plan, again to allow maximum flexibility for future tenants, with the existing subdivisions being demolished.

5.06 A further design principle has been to enhance the external appearance of the building which is dated in appearance. It is felt that a sleeker and more modern appearance, particularly along the School Lane elevation, would rejuvenate the currently vacant building and help in marketing the premises to potential occupiers.

5.07 The layout of the site is generally considered to work reasonably well with the vehicular access, parking and storage arrangements being ideal for a unit of this kind.

5.08 It is felt, however that the dated appearance of the building contributes to a lack of presence on School Lane, and the proposals would bring the building up to modern standards and increase its appeal to potential tenants.

5.09 The proposals also include a requirement for a trade counter use within the premises, again to widen its appeal to potential occupiers.

6.0 ESTABLISHING THE DESIGN SOLUTION

Amount

6.01 The proposals are for internal alterations and external remodelling of the building, meaning no increase in the floor space provided. The overall layout of the site and traffic circulation around the building is not compromised by the proposals. Furthermore, as the proposals are based upon the existing structure, they will contribute no negative impact upon the School Lane street scene.

Layout

6.02 Because the existing building is to be retained in its entirety and the vehicular and pedestrian access is unaltered, the layout of the site is not affected by the proposed works. Notwithstanding this however it is considered that improved definition of the external areas, including increased car parking provision, will improve the external layout (Fig 11).

6.03 Internally, the layout will again follow the existing building, with the reduced office accommodation at the front of the building and workshop space to the rear. This provides the building with a more attractive elevation facing onto School Lane, as well as utilising the existing access arrangements such as personnel and loading doors.

Scale

6.04 The scale of the building remains unaltered, with the proposals seeking to improve upon the appearance and internal layout of the building rather than making gains in height or floor space.

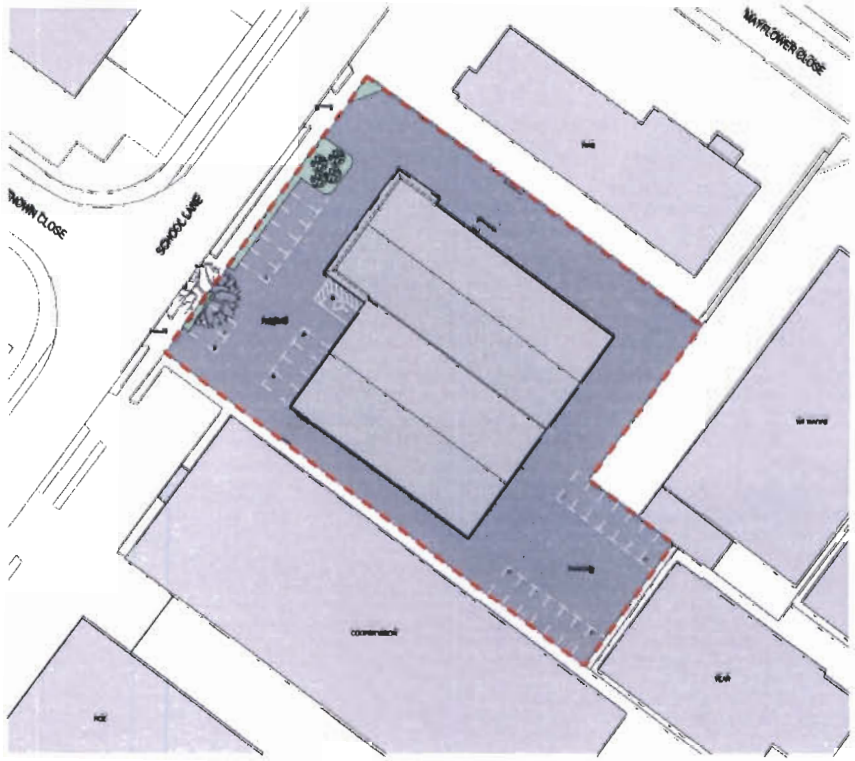

Fig 11: Proposed site plan

Appearance

6.05 The appearance of the building would be vastly improved with the introduction of a feature eaves detail to the main office elevations and the complete re-cladding of all elevations of the building with new, modern cladding and glazing components.

6.06 The increased glazing (ribbon windows) content to the main office elevations and the replacement of the existing brickwork with new Micro Rib style composite cladding will greatly benefit the appearance of the building (Fig 12).

6.07 The replacement of the existing cladding to the walls and roof of the workshop area, as well as all personnel and loading doors with new, will further assist in enhancing the appearance of the existing premises.

6.08 Overall building and site signage will be included as part of the refurbishment works, and will instead be subject to the needs of any future tenants.

Landscaping

6.09 The existing landscaping to the School Lane boundary will be retained and managed; however, due to the tight nature of the site, it is not proposed to provide any additional landscaping.

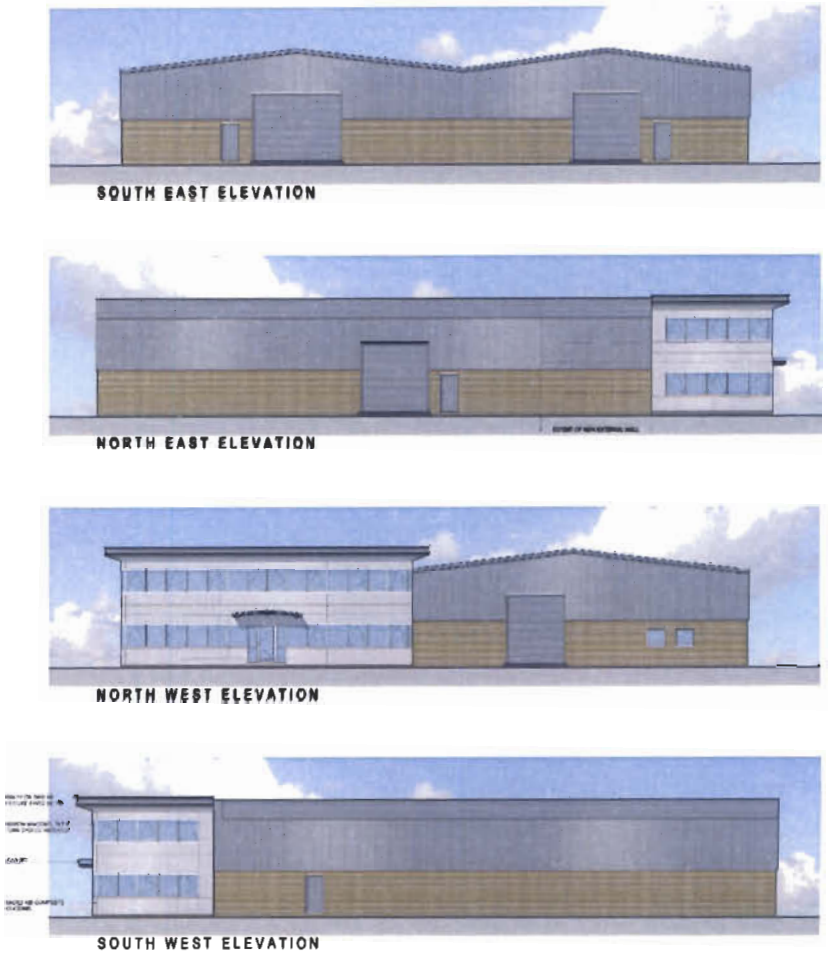

Fig 12: Proposed elevations

7.0 FLOOD RISK STATEMENT

7.01 The Environment Agency flood map provided in Fig 13 highlights the location of the site and indicates that it is not situated within an area that is at risk of flooding.

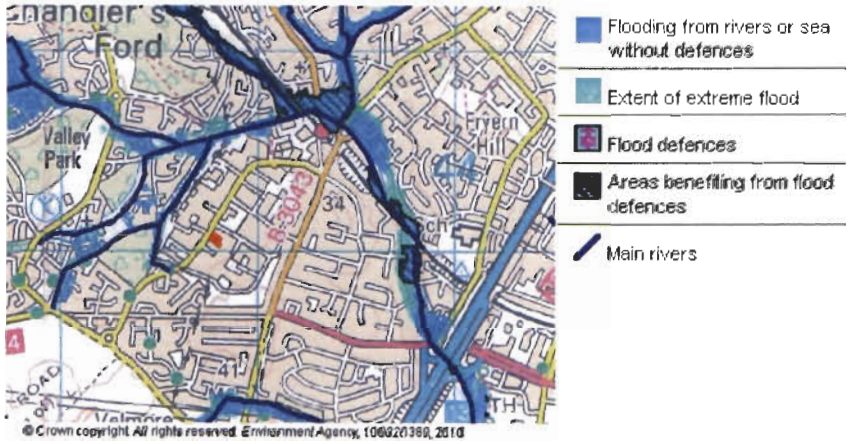

Fig 13: Environment Agency flood map (site highlighted in red)

8.0 ARBORICULTURAL STATEMENT

8.01 5 no. trees are located along the School Lane boundary of the site and these are indicated on the accompanying site plan drawings.

8.02 The 4 trees to the northern corner of the site are relatively mature, and partially obscure much of the building from view when approaching via School Lane. It is proposed that these trees will be pruned in order to open up views into the site and provide more street presence to the newly-upgraded building.

8.03 A more mature tree, located in the western corner of the site, would again be retained under the proposals.

9.0 ACCESS

9.01 Three vehicular access points exist, along the north-west boundary of the site. Access to the site is achieved via School Lane in either direction.

9.02 Pedestrian access is achieved at the same points at the north and west of the site via the School Lane pavement.

9.04 The existing access arrangements onto the site, as well as the vehicular and pedestrian entrance serving the site, will remain unaltered under the proposals.

9.04 The existing parking arrangements on site will be altered, with the loss of one space close to the main entrance in order to provide a parking space for people with disabilities, and increased parking provision to the rear of the building.

10.0 SUSTAINABILITY

10.01 In terms of sustainability the application represents the most viable option, as it proposes reuse and refurbishment of the existing building. In terms of carbon emissions resulting from construction activities this presents a significantly more sustainable option than would the wholesale redevelopment of the site with new development.

10.02 The refurbishment works will involve the strip out of all existing services and M&E installations and their replacement with new fixtures and fittings. As such the old dilapidated and relatively inefficient installations will be replaced with new systems that will be required at least to meet the minimum requirements of the Building Regulations and other relevant current legislation.

10.03 In addition, existing wall elements will be extensively replaced as a result of the remodelling of the external elevations. As such the existing wall components, which will have little or no insulation properties, will again be replaced with new that will, as a minimum, achieve the minimum requirements of the Building Regulations in terms of conservation of fuel and energy.

10.04 The site is considered to be sustainable from a travel point of view given its location within the large Chandler's Ford Industrial Estate, and good public transport links to the area provide a viable option for employees and visitors who are unable or would prefer not to use the private car.

10.05 The proposed car parking provision marks an increase on existing levels, including a new disability space, to better cater for future users of the building.

11.0 CONCLUSION

11.01 It is considered that the proposals for the refurbishment of the existing car showroom and workshop, together with the associated upgrading of external areas, will significantly improve the appearance of the site, to the benefit of the applicant.

11.02 The applicant hopes to attract a high-profile client by providing a more marketable and modern building, which will in turn benefit their staff and visitors and the wider local area, which will profit from the enhanced facility and improved appearance of the site.

11.03 It is considered that given the scale, quantity and quality of the surrounding industrial estate buildings, proposals to upgrade the premises in question should be welcomed. The existing building, while far from being a blot on the street scene, is dated in appearance and the proposed refurbishments would benefit both the site and the surrounding area.

11.04 The application would appear to accord with all relevant planning policy and it is considered that the proposals will have no detrimental impact in any aspect.