

Design & Access Statement

Units 1-2
Mayflower Close
Chandlers Ford
SO53 4AR

Contents:

Introduction	2
Site Layout	3
Fencing & Gates	4
Loading Door	5
Conclusion	6



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Planning Application - June 2022

Introduction

The applicant, Forelle Estates Limited, are seeking planning permission for proposed alterations to the application site, Units 1-2 Mayflower Close, Chandlers Ford.

These proposals include the erection of a fence to the perimeter of the site (including new access gates), along with the installation of larger loading doors to both units than currently existing.

The site location is indicated by a red outline on the below aerial photo.

The site is identified as being within Flood Zone 1 on the "flood risk map for planning". This indicates that the site's risk of flooding is very little to none.



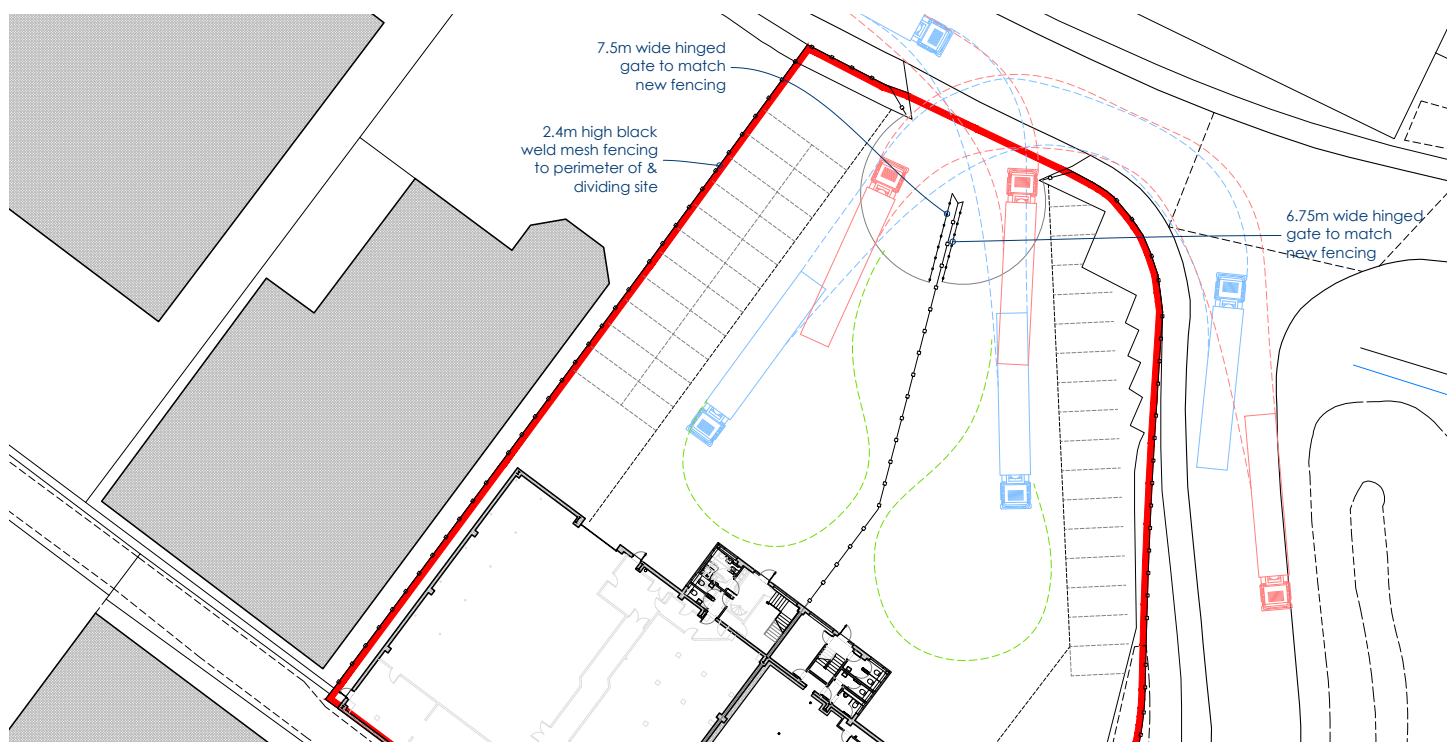
Site Layout

The below excerpt from the proposed site block plan indicates the proposed position of the perimeter fencing and access gates. All fencing and gates are proposed to be 2.4m high weld mesh fencing, and the gates are to match.

In addition to the fencing and gates, vehicle movement swept paths are also shown to demonstrate that access into the site will still be possible for HGVs. It should be noted that the site's access is, at present, partially restricted due to on-street parking opposite from the entrance. However, the swept paths take this into account and the on-street parking is illustrated on the site block plans submitted with this application.

The vehicle swept paths are shown in different colours to differentiate between movements in and out of the site. Blue indicates HGVs access into the site, whilst red indicates HGVs exiting the site. The below excerpt, along with the proposed site block plans, demonstrate that access is possible from both the west and the east of the site entrance. However, due to the on-street parking opposite, the HGVs coming into the eastern half of the site will need to access from the west, and vice versa.

On-site turning has been shown given that the proposed fence limits the width of the site. With the removal of 3 parking spaces per unit (which could be re-painted to the sides of the site, if required), HGVs will be able to turn using the "banjo" manoeuvre.



Fencing & Gates

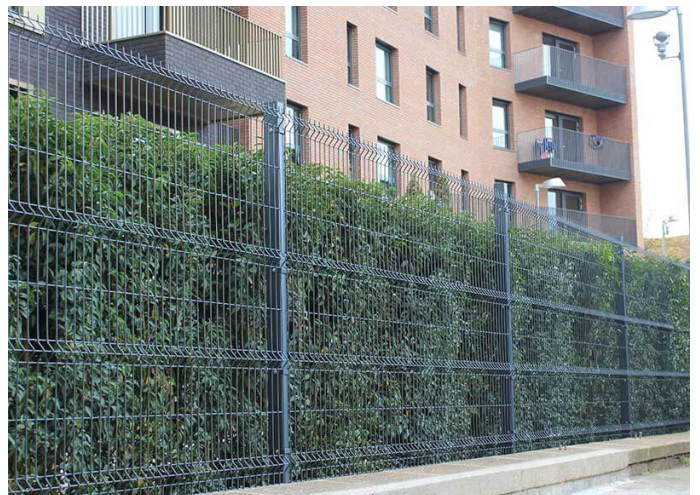
It is proposed that wire mesh gates and fencing are to be erected in the positions shown on the excerpt on page 2 (matching the proposed site block plan submitted with the planning application).

The fencing and gates are proposed to be 2.4m in height, and finished in black. The gates would match the fence in appearance, and would be manually operated. They would remain open during hours of operation and closed for security outside of these hours.

See adjacent example images of the proposed fencing.



Example image of gates



Example image of fence



Example image of fence

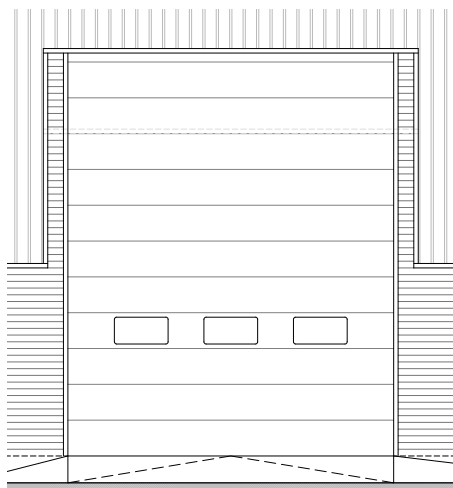
Loading Door



Example of sectional shutter - exterior



Example of sectional shutter - interior



Excerpt from proposed elevation

The existing roller shutter loading doors for both Units 1 and 2 have clear heights of 3.6m at present.

The proposal is to increase the height of both unit's loading doors, so that they have a clear opening height of 4.5m. This increased height is expected to facilitate access of larger vehicles, therefore making the building more appealing to potential tenants. The opening width will remain as existing.

The new doors are proposed to be insulated sectional doors instead of the uninsulated roller doors currently installed. This will improve thermal performance when closed.

See adjacent example images, along with an excerpt from the proposed drawings submitted with the application.

The new shutters are proposed to be finished in Goosewing Grey (RAL 7038).

Conclusion

The proposed alterations are, in our opinion, modest and appropriate for the industrial setting that the site is located in.

The site would remain accessible for HGVs following the installation of the proposed fencing, which we believe to be in-keeping with the industrial vernacular of the area.

The new sectional door to the units would also be appropriate for the industrial setting, and furthermore would make the units accessible to larger delivery vehicles, making it more appropriate for use by a wider range of potential tenants.