



Front Elevation as Proposed

Boatfolk Ltd

Supporting Design & Access Statement:

Replacement Commercial Units
Deacons Marina and Boatyard,
Bridge Road, Bursledon, Southampton, SO31 8AZ

Rev A: 16 Aug 2022



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26th July 2022

1.0 Introduction

- 1.1 This document is written in support of an application submitted by RPS Group to Eastleigh Borough Council for Planning Permission to replace an existing, two storey, commercial structure on an established boatyard and marina on the River Hamble.
- 1.2 Besides this statement the application consists of the following:
 - PA22-145:01 Site Layout & Section/Elevation as existing
 - PA22-145:02 Site Plan & Location Plan
 - PA22-145:03 Floor Plans as proposed
 - PA22-145:04 Elevations as proposed

2.0 Site and Surrounding Area

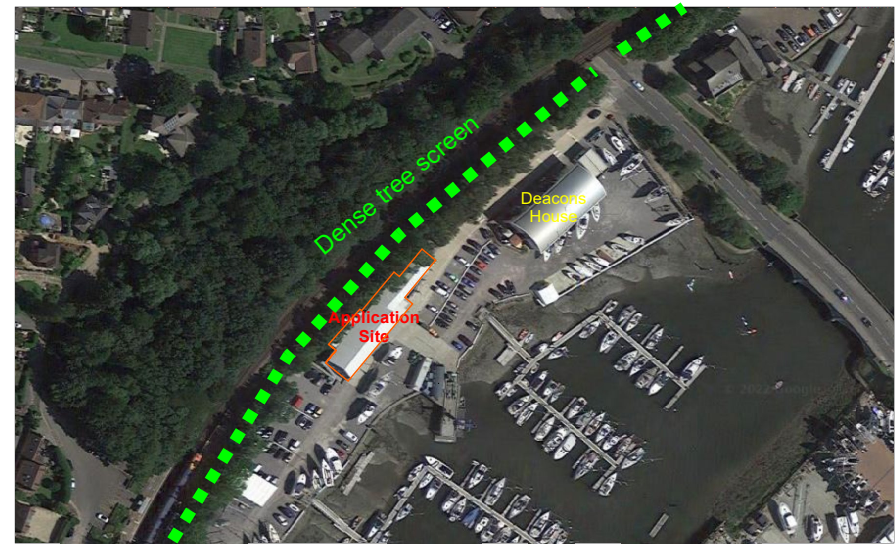
- 2.1 The site comprises a level plot of land, approximately 11,716m² in size (excluding the river use) strung out along the western bank of the River Hamble to the south of Bursledon Bridge. Over 130 berths sit within the river accessed via timber pontoons.
- 2.2 Whilst the site is dominated by a large, curved roof, metal clad chandlery building, there are also a number of different structures housing a variety of businesses. The front of the site is given over to boat sales which is run from a new purpose-built structure adjacent to the site entrance. Further in is a narrow, two storey structure comprising boat workshops and offices. This black ply and profiled metal clad building is close to 100 years old and is inserted against the tree lined railway embankment. At the southern end is a larger, more recent, two storey workshop and office construction. Due to potential flooding of the river banks these structures are fronted by low level concrete walls punctured with narrow openings as defence barrier. The concrete access road stops at this point. Gravel beyond marks main the boat storage area. In this area is a large enclosed structure used for boat preparation and paint spraying and a recent application has been approved to improve this facility. The remaining areas against the river are a combination of gravel car parking and concrete hoist access from the crane jetties.
- 2.3 The local area is defined by small boat businesses. A number of boatyards and marinas lie in the immediate vicinity and much associated development has been undertaken over recent years. Away from the river the area is undergoing a huge increase in residential development.
- 2.4 To the northwest is a heavily tree screened boundary which marks the delineation between the boatyard and the railway embankment. A large bridge runs over Bridge Road at this point and the combination means views into the site from the north and west are very limited.
- 2.5 Bridge Road runs along the north-eastern boundary. It crowns over the River Hamble and so views into the marina from here are also limited until relatively close to the site entrance. A thin strip of landscaping either side of the bridge softens the location slightly but a Chinese restaurant opposite and a practically disused public slip road threading between the bridge and site offer a fairly barren setting.
- 2.6 The River Hamble forms the southern and south-eastern boundary. Beyond is the large, tarmac covered mass of the

- Premier Marina. In contrast with the tree lined boundary of Deacons, this is devoid of any soft landscaping.
- 2.7 Finally, at the southern end of the site is small Elephant Boatyard which has a secondary access via an unmade track through the site.
 - 2.8 The site falls within a recognised flood risk zone as identified on the Environment Agency risk mapping below.
 - 2.9 Several years ago, a detailed masterplan was developed and presented to the local authority with the aim of improving the life-expired facilities to keep pace with local competition, to enable a more efficient working environment, to account for predicted changes in the water levels and, most importantly, to improve the visual appearance of the site.



Existing Commercial Building

3.0 Site Analysis



Site Configuration

- 3.1 The application site is a long established existing boatyard and identified as such under the Local Plan. It offers significant employment opportunities and makes an appreciable contribution to the local economy.
- 3.2 All of the site falls within the Bursledon Conservation Area and is a Special Policy Area (SPA). Bursledon and the river frontage is also within the Countryside although substantial development is underway along the Bride Road corridor.
- 3.3 The site is bordered by 3 major axis. The River hamble to the south east, the A27 as it crosses the Hamble to the north east and the mainline railway to the west. All place restrictions on expansion but the latter two also serve to limit the visibility into the site. In particular, the railway is set atop a steep, densely treed embankment which forms an effective backdrop to the boatyard. The tree canopy is well above roof height of any structures within the yard although they are not protected.



Aerial Photo (Google)

4.0 Brief

- 4.1 The brief is a continuation of the previously outlined strategic masterplan for the site. It forms part of the second primary stage dealing with the middle third of the linear site. Stage 1 dealing with the improvements to the entrance, car parking and boat sales is nearing completion and has greatly enhanced the public façade of the site.
- 4.2 This current application stage deals with the replacement of the two storey commercial units sited along the north western side of the site, up against the railway embankment. This structure has a footprint of 639m² and a gross internal floor area of 1,179m². The envelope is of poor quality and is requiring continually more maintenance to preserve.
- 4.3 As identified in the original site Flood Risk Assessment, the current structure sits below the current Flood Risk Zone 3. It presently has a series of concrete perimeter walls around its outer perimeter which are augmented with demountable flood barriers when the site floods. This is clearly not a permanent solution.
- 4.4 The present buildings also offer little in the way of DDA compliant, accessibility.
- 4.5 The building as it exists has minimal thermal insulation and is environmentally poor in terms of its energy consumption.
- 4.6 Finally, as the present building has grown somewhat organically and patched to maintain its usable life, its overall appearance has suffered. It now offers little in the way of aesthetic quality within the sensitive Conservation Area.
- 4.7 The application proposals seek to redress the shortcomings of this structure within a similar footprint and building mass.

5.0 Proposals

5.1 Layout

The proposed replacement structure sits over the existing footprint as the old unit albeit with a fractionally smaller footprint (1,139m² as opposed to 1,179m² – a reduction of 40m²). Its position is heavily dictated by the existing site configuration with parking, the primary, through-site, service road and the railway embankment remaining in place. Internally, it will consist of 5 ground floor units and 7 first floor units. A berth holders shower block is also positioned at the lower floor level. The ground floor is served by DDA compliant ramps to either end of the building which lead to a front walkway. The first floor is accessed via a central lift and external staircase and high-level front gantry.

5.2 Flood Risk Strategy

Whilst the building purpose is not considered a vulnerable use, the ground floor is raised by approximately 1200mm from the general ground level in order to sit above the predicted 1 in 100 year flood events in line with the site's previously approved flood risk strategy.

5.3 Architectural Style

The elevational appearance is intended to present a softer, visually appealing composition more in keeping with the nature of the Conservation Area. The external gantries, pitched roofs and cladding over masonry walls evoke the frequently found marine structures of the South Coast (e.g. Shamrock Quay in Southampton). The masonry lower element ensures no water damage to the external structure is suffered during flood episodes.

5.4 Scale and Bulk

The new structure has a primarily pitched roof at a slightly steeper angle than the existing. In tandem with the raised floor heights this lifts the overall ridge from the existing by approximately 2.5m. However, this is comparable with the adjacent Deacons House roof and significantly below the railway embankment treeline. From the only public vantage point of the structure, it is the tree canopy which forms the silhouette.

5.5 Highways

No new highways connections are proposed under this application and the existing parking provision in tandem with the recently completed phase 1 car park provides ample parking.

5.6 Trees and Hedges

No trees or hedging root zones fall within the scope of influence for this redevelopment.

6.0 Schedule of Materials

Existing

Walls:	Blue ppc profiled cladding Green painted plywood
Flood Walls:	Fairfaced concrete
Roof:	Grey ppc profiled cladding
Windows:	White upvc
Doors:	White upvc
Rainwater Goods:	Grey/painted upvc

Proposed

Walls - Ground Floor:	Red brick above fairfaced blocks
First Floor:	Black horizontal cement cladding
Roof:	Black profiled cladding
Windows:	Black ppc aluminium
Doors:	Black ppc aluminium
Rainwater Goods:	Black upvc

7.0 Sustainability

- 7.1 The construction will be of a significantly enhanced construction by comparison with the present structure. This will offer both usability benefits in terms of the use of power and a sustainable form of construction.
- 7.2 Walls, roof and flooring will be insulated beyond the requirements of the 2022 amendments to Part L of the Building Regulations.
- 7.3 No new foul drainage system is necessary as the existing substructure drainage is deemed adequate.
- 7.4 New lighting will be by means of mains voltage, low energy, led units.
- 7.5 A roof mounted photovoltaic solar array is included which will provide much of the calculated energy requirement.

8.0 Accessibility

- 8.1 The provision of a new building enables accessibility to be managed from the outset. The lower floor is accessed via 1:15 ramps at either end and entrance doors feature stepless thresholds. The first floor is accessed via a DDA compliant lift.
- 8.2 Internally, the configuration of each unit is open plan and allows for easy movement.
- 8.3 New light switches, power sockets and appliance controls to be located within the tolerances required by Part M