

Workdry International HQ

Planning, Design & Access Statement

25046 - WKDRY-BSL-ZZ-XX-RP-A-01

July 2025



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Boyle & Summers
Suite E, Ferry House
Canute Road
Southampton, Hampshire
SO14 3FJ

 023 8063 1432

 contact@boyleandsummers.co.uk

 www.boyleandsummers.co.uk

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01 Introduction



• **01 Introduction**

This Planning, Design and Access Statement has been prepared by Boyle & Summers on behalf of Workdry International Ltd in support of a full planning application for a new headquarters office building on the corner of Bournemouth Road (B3043) and School Lane, Chandler's Ford, SO53 3ZL.

This statement considers the site and its surroundings and summarises the planning policies which are material to the proposal, along with further guidance and evidence which has been considered.

The analysis addresses all the issues which we consider to be relevant to the determination of the planning application. It concludes that planning permission should be granted, having regard to the development plan and other material considerations.

This statement should be read in conjunction with the following plans and documents:

Drawings

- Location Plan - 25046-WKDRY-BSL-ZZ-XX-DR-A-1001
- Existing Block Plan - 25046-WKDRY-BSL-ZZ-XX-DR-A-1002
- Existing Site Plan - 25046-WKDRY-BSL-ZZ-XX-DR-A-1003
- Existing Building Floor Plans - 25046-WKDRY-BSL-ZZ-XX-DR-A-1030
- Existing Roof Plan - 25046-WKDRY-BSL-ZZ-XX-DR-A-1035

- Existing Elevations 1 of 2 - 25046-WKDRY-BSL-ZZ-XX-DR-A-1041
- Existing Elevations 2 of 2 - 25046-WKDRY-BSL-ZZ-XX-DR-A-1042
- Proposed Block Plan - 25046-WKDRY-BSL-ZZ-XX-DR-A-1005
- Proposed Site Plan - 25046-WKDRY-BSL-ZZ-XX-DR-A-1006
- Proposed Ground Floor Plan - 16894-PTK-A1-00-D-A-1002
- Proposed First Floor Plan - 1003 (Portakabin)
- Proposed Second Floor Plan - 16894-PTK-A1-00-D-A-1004
- Proposed Elevations 1 of 2 - 16894-PTK-A1-ZZ-D-A-2001
- Proposed Elevations 2 of 2 - 16894-PTK-A1-ZZ-D-A-2002
- Proposed Roof Plan First Floor 16894-PTK-A1-01-D-A-1010
- Proposed Roof Plan 16894-PTK-A1-01-D-A-1011
- Proposed Building Sections A-A B-B 16894-PTK-A-ZZ-D-A-3001
- Proposed Building Sections C-C D-D 16894-PTK-A-ZZ-D-A-3002
- Proposed CGIs 16894-PTK-A1-Renders Sheet
- Proposed CGI 16894-PTK-A1-Render A
- Proposed CGI 16894-PTK-A1-Render B
- Proposed CGI 16894-PTK-A1-Render C
- Proposed CGI 16894-PTK-A1-Render D
- Proposed Landscape Masterplan WKDRY-IND-00-DR-L-1000

Reports & Surveys

- Archaeological Desk-based Assessment prepared by Southampton Archaeology Unit
- Air Quality Assessment prepared by Omnia Consulting
- Preliminary Ecological Assessment prepared by Arbtech
- BNG Metric & Assessment prepared by Arbtech
- Flood Risk Assessment prepared by Scott White & Hookins
- Drainage Strategy prepared by Scott White & Hookins Drawings 5001 & 5002
- Transport Statement and Travel Plan prepared by Scott White & Hookins
- Noise Assessment prepared by Sustainable Acoustics
- BREEAM Pre-Assessment prepared by Peak Sustainability
- Sustainability Statement prepared by EDP MEP Consultants
- Ground Investigation Assessment prepared by GCC
- Contamination Assessment prepared by Lucion Ground Engineering Ltd
- UXO Risk Assessment prepared by 1st Line Defence
- Topographical and Utility Survey prepared by Lucion Survey Ltd
- Landscape Statement prepared by Indigo

02

The Proposals



02 The Proposals

The application description is as follows:

‘Development of a three-storey headquarters office building, as a replacement for the existing two-storey office building, together with associated supporting infrastructure, and hard and soft landscaping’.

Workdry International Limited (WIL) is a market-leading provider of engineered solutions for the handling and treatment of water and wastewater. Their Selwood, Siltbuster, Vanderkamp and Holland Pump businesses combined form a UK, European and US leader in pumping solutions, on-site water treatment, wet waste processing and the prevention of waterborne pollution, delivering an unrivalled range of rapidly deployable solutions.

WIL provides support to group companies through administration and back-office functions including finance, HR, training and development, and health and safety.

They are committed to excellence in solutions and services, staff training and development, sustainability and diversity, and provide an environment where every team member can thrive and progress to their full potential.

The company has identified the pressing need for a new office facility that can meet the demands of modern working practices and allow the business to grow.

This application comprises a three-storey office building, use class E(g)(i), with a gross external area of approximately 3,270sqm / 35,198sqft and a gross internal area of approximately 3,007sqm/ 32,367sqft. .

03

The Application Site and Surroundings



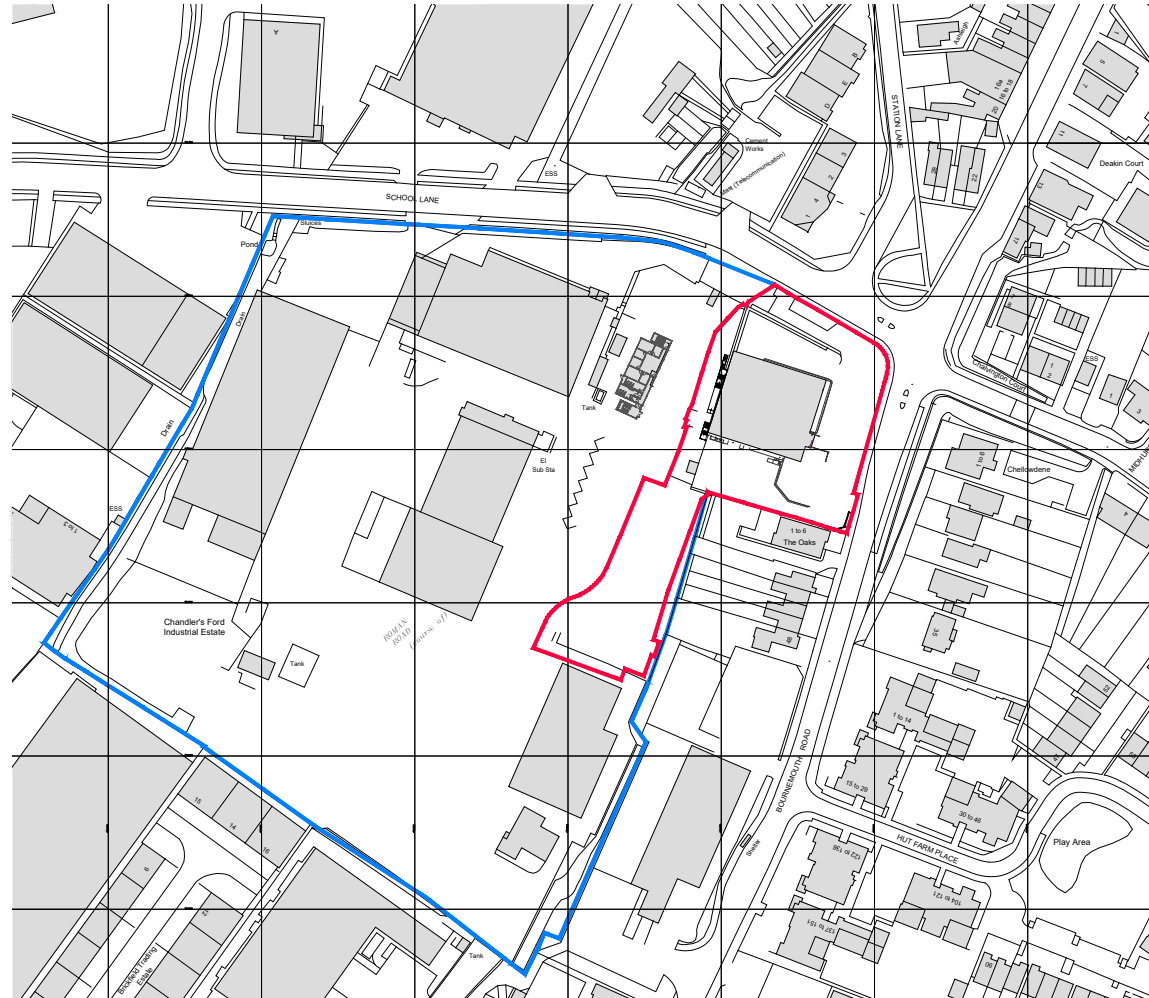
03 The Application Site & Surroundings

The Site and Surroundings

The application site comprises an area of approximately 0.54ha, part of a wider site of approximately 3.8ha occupied by WIL. The site has been home to Selwood Limited's (now a wholly owned subsidiary of Workdry International Ltd) headquarters office for several decades but the building is now at the end of its useful life and not suitable for modern working practices.

The site is located on the corner of Bournemouth Road and School Lane in Chandler's Ford, and forms the north east corner of the wider WIL development. The site lies approximately 1.2 miles from junction 13 of the M3 motorway, and 4 miles from Southampton Airport and Southampton Airport Parkway Station, the latter providing direct rail access to central London in just over one hour. The closest major centre is the city of Southampton located approximately 6 miles to the south.

The Bournemouth Road / School Lane road junction is controlled by traffic lights and provides one of the primary vehicular routes serving the Chandler's Ford Industrial Estate of which WIL development forms a significant part. Vehicular and pedestrian access to the application site is primarily from an existing crossover on School Lane, however, an existing crossover also serves the site from Bournemouth Road.



Site location

Application site

Adjacent land owned by the applicant

The site sits at the highest point of the Chandler's Ford Industrial Estate with the road and site levels dropping sharply away heading west down School Lane. The falls on School Lane are such that a storey-high retaining wall creates the development platform upon which the existing office building and car parking sit. This means the existing building is several metres above the road level and is accessed via a concrete vehicular ramp that runs up the eastern side of the site towards the Bournemouth Road frontage.

The site falls less dramatically across the Bournemouth Road frontage from south to north, such that the main entrance in the east elevation of the building sits generally at street level.

The existing office building is set back from the Bournemouth Road and School Road frontages, and is surrounded by concrete hardstanding and car parking, which, due to the gradients of the land, are positioned at varying finished levels around the building. Car parking surrounds the building to the north, south, and east elevations, whilst the west elevation includes a retaining wall to accommodate the storey-high level difference change between the application site and the remaining WIL development.



Site in its wider context (Google Pro)

	Business / employment uses		Existing buildings on site
	Residential area		Local railway station
	Application site		Special Policy Area
	Workdry site		Chandler's Ford District Centre

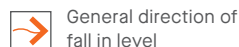
The Bournemouth Road frontage is enclosed by a chain-linked fence atop a low red-brick wall, whilst the School Lane frontage is enclosed by a full height chain-linked fence fixed between pre-cast concrete posts, neither are visually attractive and offer limited security. There is no soft landscape or vegetation within the application site.

The existing office building is two-storey in height with a shallow pitched metal clad roof synonymous with industrial buildings. The existing facades are formed of facing blockwork, profiled metal cladding panels, and a glazing system formed of clear-glazed units and spandrel panels.

To the north of the site on the other side of School Lane sit further commercial buildings, whilst to the east, on the opposite side of Bournemouth Road, sit a number of two storey residential dwellings in an elevated positions, but which are well screened by mature boundary landscaping.



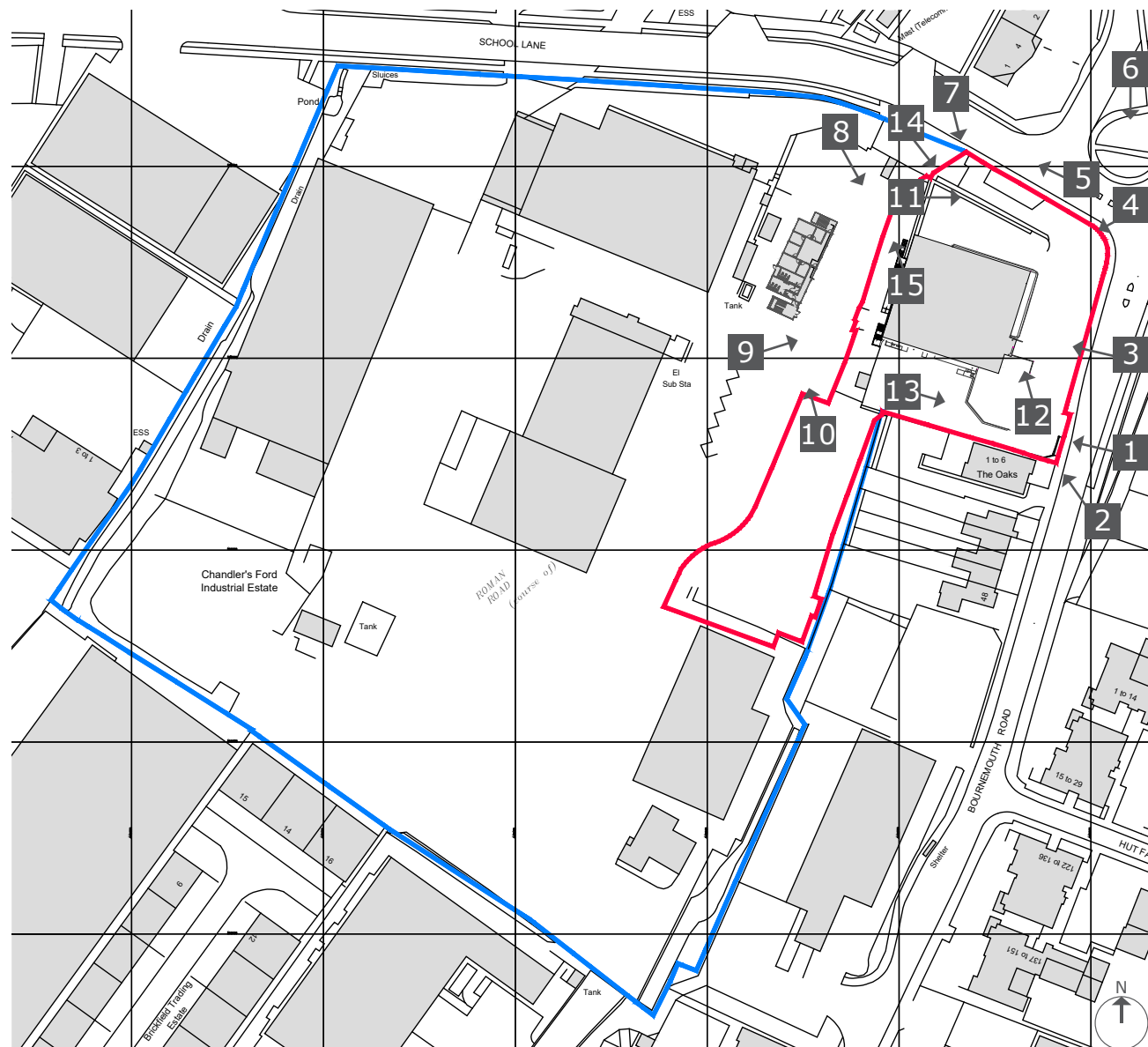
Site survey



Immediately to the south of the site and forward of the existing building frontage is a three-storey residential development of flats. There is a small area to the front of this development for the storage of bins and bicycles, whilst car parking is provided to the rear. The flats benefit from a small garden area to the rear and an outlook over the rear car parking and Bournemouth Road frontages. Only small secondary glazing is provided to the north elevation overlooking the application site. A close-boarded timber fence separates the application site from the site.

Further terraced housing is located south of the flats before reverting to more commercial development in the form of a major car dealership development.

The site's close proximity to residential areas of Chandler's Ford and Eastleigh make walking and cycling a viable option for local employees to commute. The site is also accessible by several modes of public transport. Chandler's Ford train station is within short walking distance, providing regular connections to regional destinations, whilst there are a number of easily accessible local bus routes.



Photograph locations

Site Photographs



1
Southern boundary with adjacent residential block



2
Bournemouth Road frontage block



3
Existing Office HQ



4
Bournemouth Road / School Lane junction



5
View down School Lane



6
View south up Bournemouth Road



7
Existing access from School Lane



8
West (back) elevation of existing office HQ



9
View of existing office HQ from within the site



10
Temporary office building



11
Existing driveway to office HQ



12
Hardstanding in front of existing office HQ



13
Existing office car parking and rear of residential block



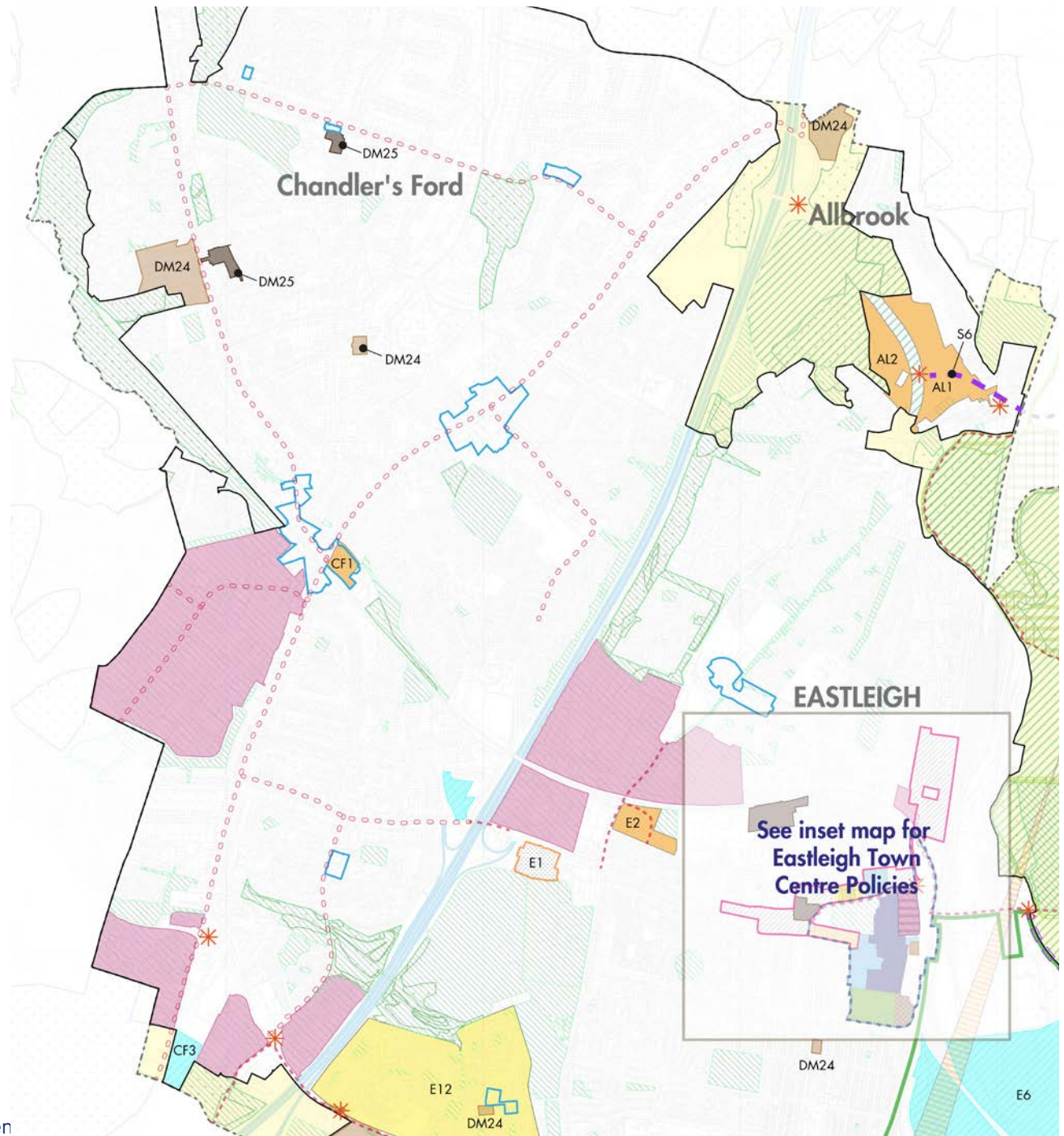
14
Existing office HQ and access driveway



15
Existing site access on School Lane

Local Plan Designation

The application site falls within an area designated as an Existing Employment Site and is located inside the defined urban edge in the Eastleigh Borough Council Local Plan 2016-2036 (April 2022) Policies Map.



Trees

There are no trees on or near the site that would be impacted by the proposals.

Archaeology and heritage

An archaeological desk-based assessment has been prepared by the Southampton Archaeology Unit at Southampton City Council to establish the archaeological resources within the application site, to inform proposals for redevelopment.

There are few archaeological sites or listed buildings on or close to the site, however the line of a Roman road clips the north west corner of the site.

The site began to be developed in the 1950s, with terracing of the slope to accommodate large industrial warehouse-type buildings. The post-war development will have removed or buried most of the archaeology, however, a short stretch of the Roman road might survive in the west of the development area with associated archaeology within the site bounds. The impact of the development could be mitigated by a watching brief on any groundworks to determine the presence of any Roman archaeology relating to the road.

Air quality

An Air Quality Assessment has been undertaken in support of a planning application for the demolition of an existing building and the subsequent construction of a three-storey modular office development at 32-36 Bournemouth Road, Chandler's Ford.

The proposals have the potential to cause air quality impacts as a result of fugitive dust emissions during construction and road vehicle exhaust emissions during operation. As such, an Air Quality Assessment was undertaken to determine baseline conditions and assess potential impacts as a result of the scheme.

Potential construction phase air quality impacts from fugitive dust emissions were assessed as a result of demolition, earthworks, construction and track-out activities. It is considered that the use of good practice control measures would provide suitable mitigation for a development of this size and nature and reduce potential impacts to an acceptable level.

During the operational phase of the development there is the potential for air quality impacts as a result of road traffic exhaust emissions associated with vehicles travelling to and from the site. These were assessed against the relevant screening criteria. Due to the low number of trips generated by the proposals, road traffic exhaust impacts were not predicted to be significant.

Based on the assessment results, air quality issues are not considered a constraint to planning consent for the development.

Preliminary Ecological Assessment

A Preliminary Ecological Assessment has been carried out for the site by Arbtech. Due to the surrounding urban infrastructure and limited on-site habitats, the local and wider environment is considered to hold low potential for supporting wildlife. The site does not contain any habitats listed

as a habitat of principal importance under Section 41 of the Natural Environment and Rural Communities (NERC) Act (2006). Other habitats within the site have low ecological value.

To enhance the site for biodiversity in line with the NPPF, native species of local importance will be selected for landscaping within the development. Trees will be included to promote natural linear features with the environment as well as habitats to create opportunities for small mammals and invertebrates.

Biodiversity Net Gain

A Biodiversity Net Gain Report has been prepared for the site by Arbtech. The development is anticipated to result in a +10% net gain in area-based habitat units and linear-based hedgerow units. It is noted that watercourse units are not applicable to this assessment. A minimum 10% net gain for the site has been achieved, and therefore the proposed development is considered to be compliant with the current legislation (Environment Act 2021).

A Habitat Management and Monitoring Plan will be produced for a minimum term of 30 years to ensure the site is developed in accordance with the BNG Assessment.

Flood risk-drainage

A Flood risk assessment has been prepared by Scott White & Hookins. The site is in Flood Zone 1 with a low probability of flooding from the nearest watercourse located approximately 250m away. The proposal complies with the NPPF and local planning policy with respect to flood risk

Drainage Strategy

A Drainage Strategy has been prepared by Scott White & Hookins and is submitted with the application.

Transport Statement and Travel Plan

A transport statement and travel plan has been prepared by Scott White & Hookins and demonstrates that the proposed new HQ Building development will not have a severe impact on the local highway network, and will not have a detrimental impact on highway safety in the locality.

However, existing car parking demand is such that a Parking Management Strategy should be produced as part of a Travel Plan for the site.

Noise

Sustainable Acoustics Ltd has undertaken a Baseline Noise Assessment for the proposed development. An environmental sound measurement survey was carried out between approximately 11:15 hrs on Wednesday 11th June and 15:45 hrs on Monday 16th June 2025 to determine the existing background sound level at nearby noise sensitive receptors during the daytime and night-time.

As selection of the plant items has yet to be finalised, plant noise limits have been set. Using the Eastleigh Borough Council normal requirements, target plant rating sound levels have been recommended for at the nearest noise sensitive receptors.

BREEAM Pre-Assessment

A BREEAM Pre-Assessment has been prepared by Peak Sustainability, which identifies the credits agreed to achieve BREEAM 'Very Good' and further credits from which a BREEAM 'Excellent' accreditation will be achieved.

Sustainability statement

A Sustainability Statement has been prepared by EDP MEP Consultants, which sets out the environmental targets the development seeks to achieve, including the installation of a PV array generating 40% of the predicted on-site energy demand. The building will also include air source heat pumps to provide efficient heating and cooling.

Ground Investigation

A ground investigation report has been prepared by Ground Conditions Consultants Ltd.

Contamination Assessment

A contamination assessment has been prepared by Lucion Ground Engineering Ltd.

UXO Assessment

A UXO Risk Assessment has been carried out by 1st Line Defence which has assessed the site as having 'background risk' and has therefore recommended no further research is undertaken.

04 Planning Policy



04 Planning Policy

National Planning Policy Framework

The National Planning Policy Framework ('NPPF'; December 2024) sets out the purpose of the planning system of achieving development via three overarching objectives: economic; social; and environmental.

Paragraph 11 of the NPPF requires Local planning Authorities to apply a presumption in favour of sustainable development during decision-taking. This means that Local Planning Authorities should be:

“...approving development proposals that accord with an up-to-date development plan without delay; or

...where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

- i) The application of the policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
- ii) Any adverse impacts of doing so would significantly and demonstrably outweigh the

benefits, when assessed against the policies in this Framework taken as a whole.”

In support of building a strong and competitive economy, paragraph 85 of the NPPF states that:

“Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.”

Paragraph 87 of the NPPF also goes on to explain that planning policies and decisions should “recognise and address the locational requirements of different sectors.” This requirement includes for “the expansion or modernisation of other industries of local, regional or national importance to support economic growth and resilience.”

Local Policy

The local development plan consists of the

Eastleigh Borough Local Plan 2016-2036 (April 2022). Policies of direct relevance are outline below.

Eastleigh Borough Local Plan 2016-2036 (April 2022)

- Policy DM15: Safeguarding Existing Employment Sites
“1. The major existing employment sites as identified on the policies map shall be retained predominantly in employment use classes B2, B8 and **E(g)**.”
- Strategic Policy S1: delivering Sustainable Development
“1. To be sustainable, new development in the Borough should:

...

c. maintain and help to grow a high-performing local economy that benefits the Borough, south Hampshire and the wider economy, without adverse impact on south Hampshire’s city, town and other centres, the quality of the local environment or local transport networks;

...

3. When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework.”

- Strategic Policy S2: Approach to New Development

“2. The urban edge as set out on the policies map defines the main built-up areas within which there is a presumption in favour of new development, subject to the policies of this plan.”

- Strategic Policy S4: Employment Provision

“1. To contribute towards sustainable economic growth, provision will be made for additional floorspace for uses in the B2, B8 and E(g) use classes and other employment-generating uses through:

...

e. retaining existing (and allocated) employment sites which have the potential to contribute towards future employment needs, and intensifying their use (see policy DM15, Chapter 5);

- Policy DM1: General Criteria for New Development

“1. All new development should (as relevant):

...

b. make efficient use of the site, maximise opportunities to increase density...

c. take full and proper account of the context of the site including the character, appearance and land uses of the locality or neighbourhood, and be compatible with adjoining uses and be well integrated with these in terms of mass, scale, materials, layout, density, design and siting, both in itself and in relation to adjoining buildings, spaces and views. Where adjoining development is poor in urban design terms, new development should contribute to improving the character of the area;

...

e. include a landscape scheme covering the design and layout of external space;

05
Analysis



05 Analysis

Principle

In accordance with Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section (2) of the Town and Country Planning Act 1990, the application must be considered alongside prevailing development plan policies. In this case, the development plan consists of the Eastleigh Borough Council Local Plan 2016-2036 (April 2022)

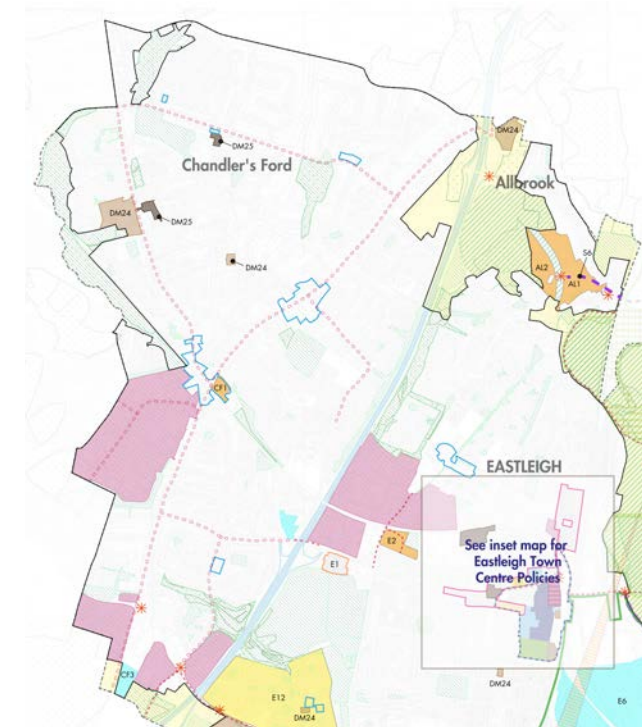
The site is located in the Chandler's Ford Industrial Estate, an established employment area of Chandler's Ford. This falls within the defined urban edge, where Policy S2 states that a presumption in favour of appropriate development will be applied. The site is also located within an area designated as an Existing Employment Site, where Policy DM15 applies.

The proposals are also supported by Policies S1 and S4 which outline the importance of enabling the growth of a high-performing local economy. Amongst the methods through which this will be achieved will be new employment development within the urban edge and the retention and intensification of uses on existing employment sites.

The proposed development will also make efficient use of land at WIL's development in line with Policy DM1.

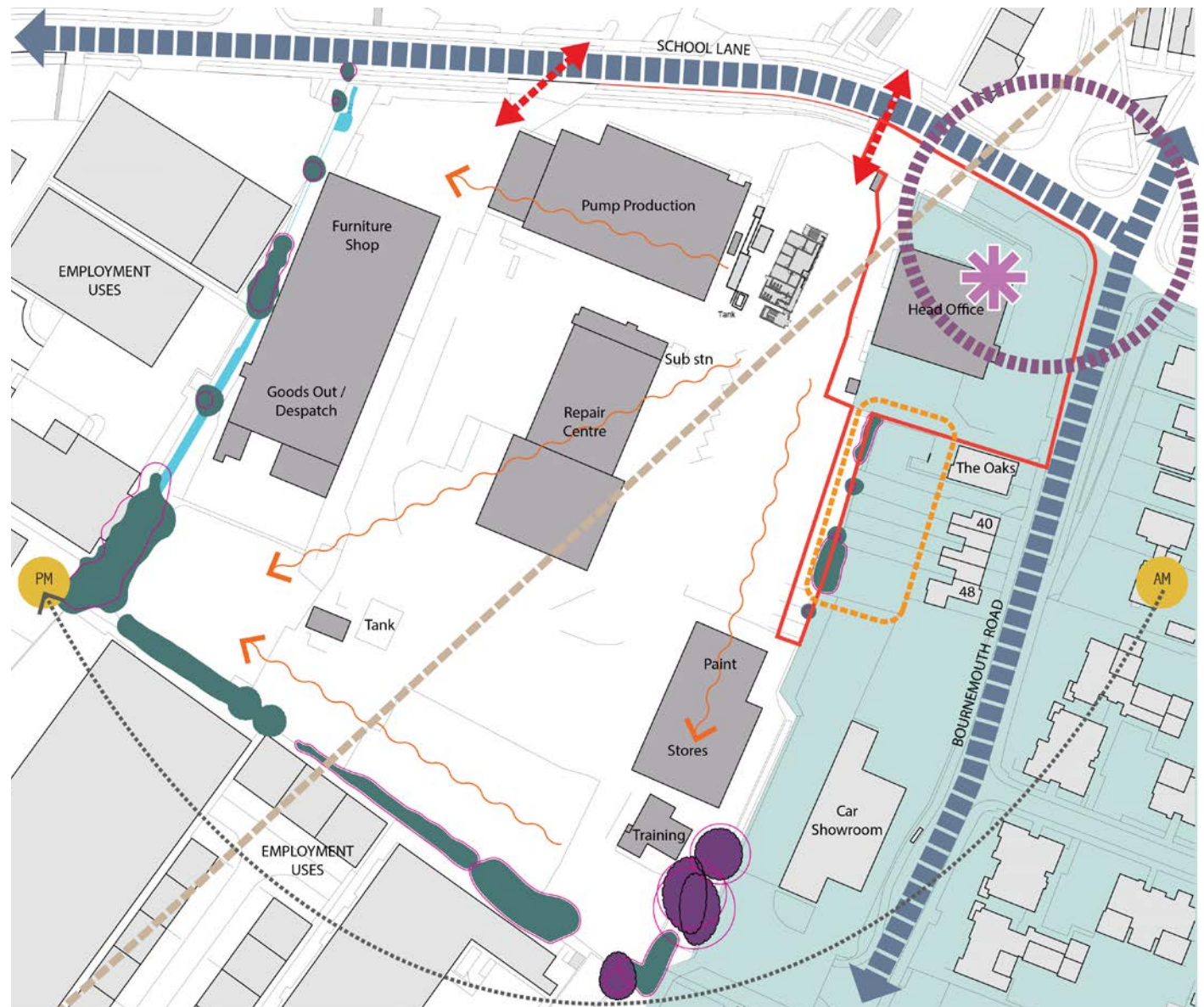
As well as local policy, the proposals are supported by the NPPF, in particular paragraphs 85 and 87, which state that Councils should help to "create the conditions in which businesses can invest, expand and adapt" and that "significant weight should be placed on the need to support economic growth and productivity". This should be achieved whilst ensuring that planning policies and decisions "recognise and address the specific locational requirements of different sectors".

The proposals are suitably located, compliant with national and local policy, entirely appropriate to the surrounding area, and will meet the needs of an established local business and employer. The proposals should therefore be supported in principle.



Extract of Emerging Local Plan Proposals Map (North)

-  Application site
-  Main routes surrounding the site
-  Existing access points
-  Key Bournemouth Rd / School Lane node
-  Opportunity for statement corner building
-  Sensitive edge with residential properties
-  General direction of fall in level
-  Former course of Roman Road
-  Tree with TPO
-  Trees & vegetation
-  Root protection area
-  Special Policy Area
-  Existing building on site
-  Drainage ditch / watercourse



Site Analysis

Development Management Considerations

Use & Amount

This application comprises a three-storey office building, use class E(g)(i), with a gross external area of approximately 3,270sqm / 35,198sqft and a gross internal area of approximately 3,007sqm / 32,367sqft.

The proposed building includes a full suite of head office related functions and spaces, including open-plan and cellular office spaces, meeting rooms, training facilities, break-out and collaborative working spaces, staff welfare and social spaces, IT, storage, and other ancillary support spaces and functions.

The floor plans have been developed in close liaison with Workdry and are a reflection of how they intend to use the building and the relationships between the various functions of the business.

In addition, the ground floor contains learning and development spaces to support corporate and apprentice training.

Executives, senior personnel, human resource functions, and other functions of a confidential nature are typically located on the top floor, whilst meeting rooms, collaborative and training spaces, and staff welfare facilities are located on the ground floor. The first floor is occupied by the more general office functions.

A three storey void adjacent to the building entrance houses a feature staircase, which connects all levels of the building and provides a strong vertical element bringing the design and the building occupants together.

Please refer to the application drawings for a full illustration of the building uses and layout.



Proposed Site Plan

Design & Layout

The design and layout of the site and building have been driven by the need to provide a new facility suitable for modern working practices and representative of a leading international business, whilst creating a setting that is sympathetic to its surroundings and appealing to the building occupants and visitors.

Due to the topography of the site and the steeply sloping nature of the surrounding land and roads, which provided a plateau for the existing building, the proposed building utilises a similar site footprint. This has been increased slightly to the west of the proposed building by extending the retaining wall, in order to provide the larger site footprint necessary to accommodate the new building. The building and associated infrastructure of roads, parking, and soft and hard landscaping are otherwise contained within the upper development platform of the existing building.

The frontage of the existing building is approximately 18 metres for the Bournemouth Road frontage, whilst the proposed building sits approximately 3 metres closer to this boundary and overlaps the rear of the adjacent block of flats (The Oaks) a little more than the existing building. The proposed building, however, continues to sit well back from the Bournemouth

Road frontage and the frontage of the adjacent development.

The space between the proposed building and the adjacent residential development is reduced to approximately 5 metres to accommodate a larger building footprint than that of the existing building, however the building has been designed without any windows on its most southerly elevation and thus avoid creating any issues around overlooking. Positioned north of the adjacent residential block, the proposed building will also have no impact on the sunlight and daylight of its neighbour.

The proposals include a new building with an 'L' shaped footprint, presenting a long active front elevation to Bournemouth Road and the main building entrance. A similarly strong north fronts School Lane, whilst the west elevations look over the wider Workdry site. The south and west elevations that form the internal corner of the 'L' shaped plan overlook a formal green space designed as a social space for the building occupants.

Scale

The existing office building is two-storey in scale with a pitched roof, whilst the proposed building will be three-storey high with a very shallow/

flat roof. The size of the site and footprint of the building ensure three-storeys is an appropriate scale for the development and the proposals are of an acceptable scale for their location.

The inclusion of an almost flat roof results in a building consistent in height with the adjacent residential block. The overall height of the building will be approximately 11.9m from ground level to roof parapet/eaves. The only exception to this, is the feature staircase which breaks the typical eaves line with a mono-pitch roof form incorporating raised rooflights to provide natural light to the stair void from above.

The roof will also provide space for arrays of photovoltaic (PV) panels, which in turn require provisions to be made for safe roof access for maintenance personnel. Some access features in the form of handrails and steps will project above the typical roof level, however these features won't be visible from ground level.

Appearance

The proposed building sits at a very prominent road junction at the highest point and gateway to the Chandler's Ford Industrial Estate. It therefore seeks to provide a strong contemporary architectural style and quality befitting of its location. The existing building has historically

been a notable local reference point and this proposal aims to deliver a high quality and visually appealing development that advances the site from local reference point to landmark development.

All elevations of the building are treated with the same high quality palette of facing materials, ensuring that the strong architectural language is reflected from all viewpoints, whether approached from the north or south along Bournemouth Road or from the west up School Lane.

The lower storey is faced with dark grey brick slips providing a solid base to the building. This is interrupted by glazed doors and full height fenestration of varying widths creating a rhythm to the elevations. The brickwork is also broken by living 'green' wall features which soften the appearance.

The upper floors feature geometric diagonal patterns of fibre cement cladding in five colours that create a kaleidoscope appearance. These panels are broken in a few locations by linear LED lighting strips that extend diagonally across the upper two floors to further enhance the visual appearance at night. Like the lower storey, the cladding is broken by full height fenestration of varying widths that provide a similar but differing rhythm to each storey. The upper floors

also feature elements of living 'green' wall to provide a natural element to the facades. The southern elevation, closest to the neighbouring residential development, features a living 'green' wall that covers over 80% of the façade, creating a stunning natural feature that adds significant ecological value to the development.

The front (east) elevation includes a three-storey glazed façade that encloses the feature staircase and provides a key design element to the Bournemouth road frontage.

Access to the landscaped courtyard is provided from ground floor meeting rooms and a dedicated staff access through a series of glazed doors in the west elevation.

Signage and lighting will be integrated where appropriate. Signs shown are indicative only and subject to a separate planning application.



Landscape

The soft and hard landscaping proposals cover the following areas:

- Site frontage to Bournemouth Road and School Lane
- Southern and western boundaries
- Proposed courtyard

The site frontage proposals include the replacement of the low brick wall with a new brick wall, behind which will sit a Portuguese laurel hedge to create a visually coherent frontage to the site whilst softening the existing hard edge year-round. A linear run of upright, fastigate trees is proposed along the Bournemouth Road frontage, set behind the hedge and providing structure to the street scene and wider public realm, and additional habitat for wildlife. The frontage is further enhanced with ornamental planting to provide year-round interest.

The laurel hedge is extended to the southern boundary, which faces the adjacent residential development. The hedge is enhanced with ornamental planting to provide year-round interest and wildlife habitat. To deal with level changes in the southwest corner of the site, a gently sloping landscape bed is proposed with native thicket mix and additional tree planting, which further

enhance the habitat for wildlife and biodiversity.

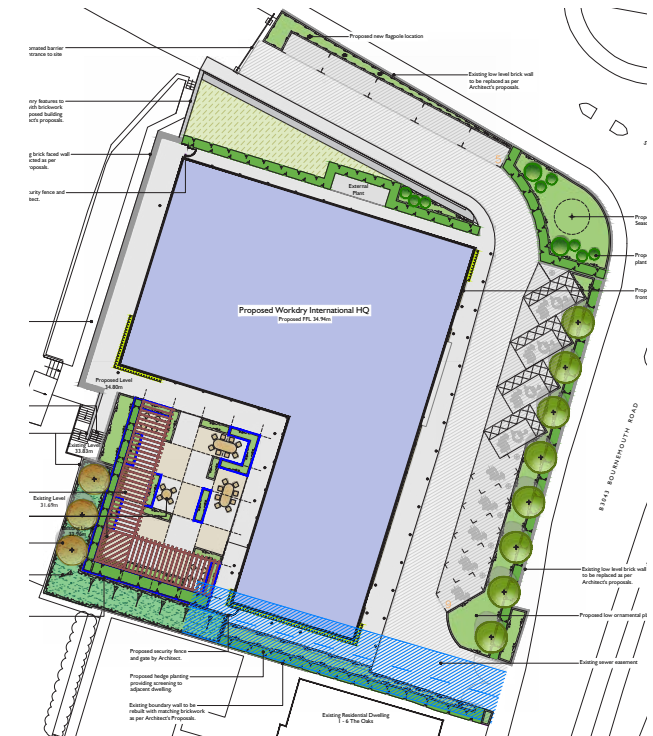
A landscaped courtyard is proposed to the south and west of the proposed building, providing a multi-functional space with furniture for outdoor meetings. A shaded pergola walkway is provided with leisure seating for staff relaxation.

Sections of the proposed building facades are cloaked with living green walls, which provide additional wildlife habitat whilst softening the elevational treatments.

Access

Vehicular access to the site is provided from School Lane and follows the existing ramped driveway that serviced the existing office building. This route will be upgraded as part of the development and include some parallel parking on the School Lane boundary.

The driveway will be controlled by a vehicle barrier and access will be limited to those needing accessible parking, visitors, and electric vehicle charging. The driveway will provide one-way access to cars and small vehicles only, and vehicles will be required to exit the site via the existing crossover on Bournemouth road, which will be reinstated for left-hand turn exiting



Proposed Landscape Masterplan

only. This exit will be secured with lockable gates outside of operational hours to prevent unauthorised access to the site.

Approved Document Part M and the Disability Discrimination Act.

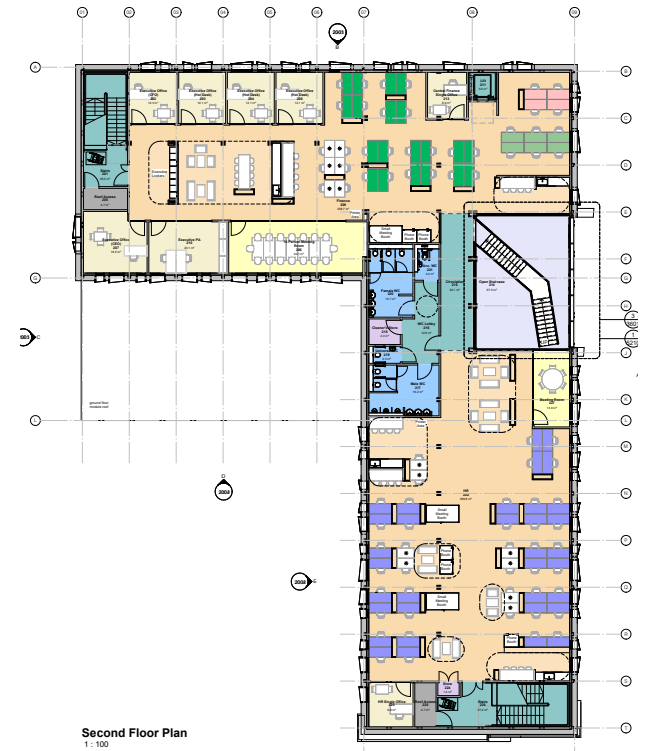
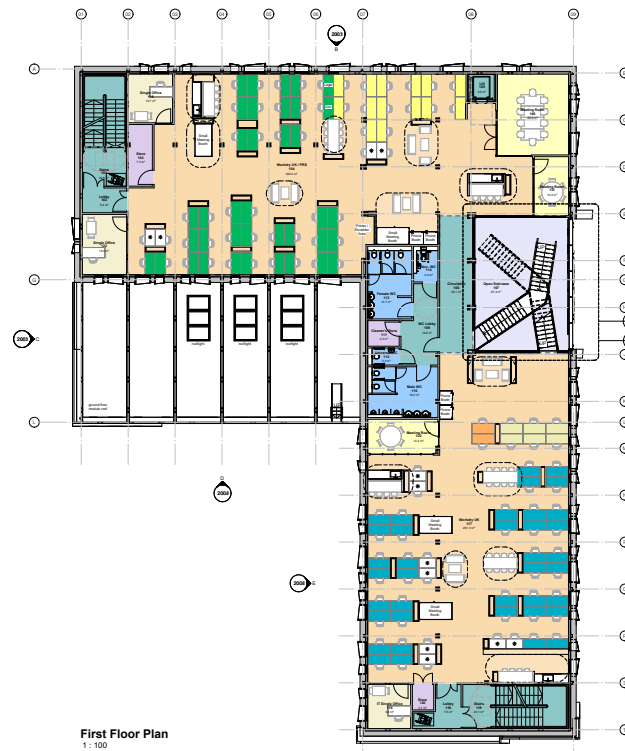
Cyclists and pedestrians will be afforded access to the site by either the School Lane crossover and driveway or via the reinstated crossover on Bournemouth Road. Short-stay cycle parking will be provided close to the building entrance. The Bournemouth Road crossover will enable level access to the main building entrance to those arriving on foot.

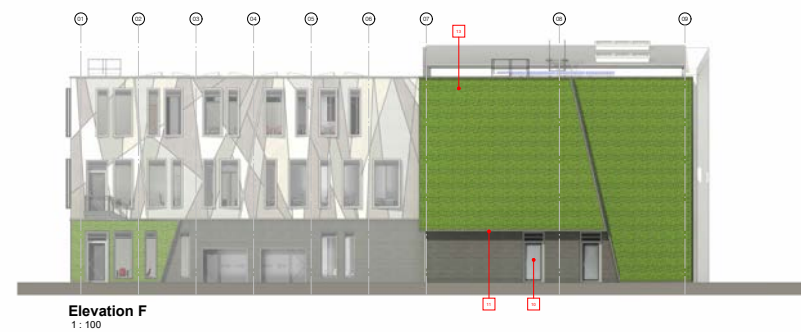
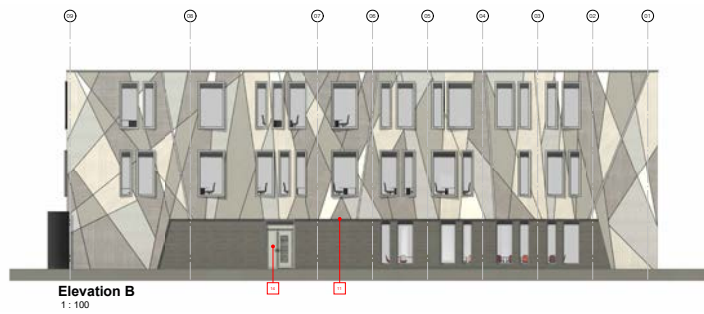
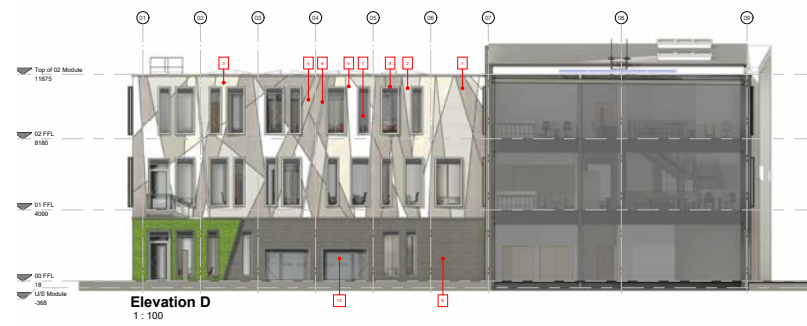
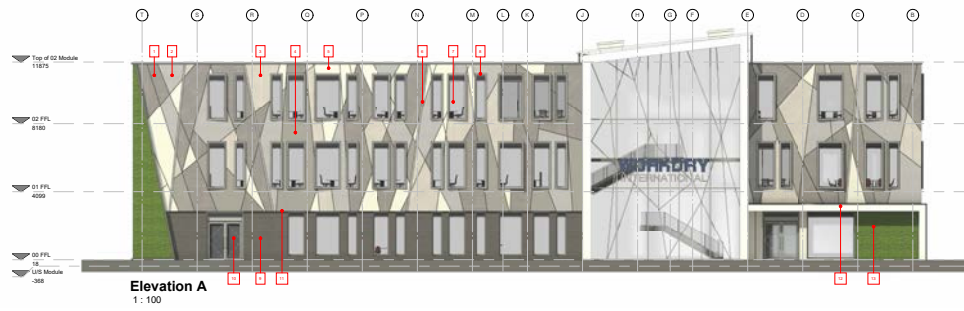
Access for refuse collections and fire tender access are described in the Transport Statement.

General staff parking and long-stay cycle parking will be provided on the lower development platform within the main Workdry site. This will also be barrier controlled and accessed from the existing School Lane crossover. Stepped access is provided to the rear of the proposed building to afford direct pedestrian access from the general staff car park and cycle shelter to the building's main entrance.

Staff and visitor car and cycle parking are provided to meet the requirements of the new development and set out in the Transport Statement that accompanies the application.

Access to the main entrance and throughout the proposed building will be in accordance with





06

Presumption in Favour of Sustainable Development



06 Presumption in Favour of Sustainable Development

Paragraph 11 of NPPF outlines the presumption in favour of sustainable development which should be applied to planning decisions. This presumption is echoed in Policy S1 of the Local Plan. We have demonstrated throughout this statement that the proposed development mutually supports the objectives of sustainable development which are set out in paragraph 8 of NPPF, particularly in relation to the economic objective.

The proposed development will support an established and important local employer. The building will provide the modern workplace environment required necessary to allow Workdry International to support their existing businesses, meet operational needs, and provide space for growth. In so doing securing the company's ongoing comprehensive and efficient operation and contribution to a strong local and regional economy.

From a corporate social responsibility standpoint, the proposals will improve safety and working

conditions for employees on site by providing a modern, well-lit and well-ventilated workplace that encourages collaboration and social interactions, and provides a welcoming environment in which to work.

With regards to the environmental objective, the building will offer a flexible and sustainable solution to meeting the company's current and future needs, minimising energy usage and material waste throughout its lifespan. The proposals make efficient use of previously developed land in an appropriate location, which is easily accessible without the reliance on private car use.

The proposed development mutually supports the economic, social, and environmental objectives and constitutes sustainable development. A presumption in favour of approval should therefore be applied.

07

Conclusion



07 Conclusion

This Statement demonstrates that the proposals should be approved having regard to national and local planning policy, together with other material considerations.

The site is located within a designated existing employment site within the urban edge of Chandler's Ford, where local plan policies state that appropriate employment development will be permitted. The proposals are also compliant with wider local plan policies which aim to create a thriving local economy in the Borough.

The proposals are in line with NPPF, which refers to the significant weight which should be placed on supporting development of this kind, enabling local businesses to invest, expand, and adapt.

The principle of development is therefore acceptable. The proposed development will provide a modern flexible workplace solution, enabling Workdry to meet its operational needs.

The proposals will support an international business, and significant local employer, remaining on their established site in Chandler's Ford with the strategic, economic and community advantages it offers.

The location also provides essential logistical benefits, including established transport links and proximity to key clients and suppliers, which are critical for maintaining operational efficiency.

Additionally, the company has deep roots in the area, with a skilled local workforce and strong community ties that would be difficult and costly to replicate elsewhere. Relocating to another site could otherwise disrupt continuity, erode employee retention, and diminish the business' longstanding reputation in the region.

By remaining, however, the business not only safeguards its operational stability and growth potential but also reaffirms its commitment to the community that has supported its success for decades.

The building's scale, massing and siting are appropriate to its surroundings, and its design and appearance will have a positive visual impact on this key gateway to Chandler's Ford Industrial Estate and the Bournemouth Road / School Lane junction.

Matters including flood risk, drainage, archaeology, biodiversity, sustainability, parking, access, and vehicular movements have also been examined and it has been shown that the development will not negatively impact on any of these.

We have demonstrated that the proposals meet the sustainable objectives as set out in Paragraphs 8 and 11 of the Framework. The development will sustainably meet the operational needs of an established local business and employer. The proposals are entirely appropriate and comply with relevant policy and guidance. There is therefore a compelling case for the granting of permission without delay.

