

Design and Access Statement

In support of the

Planning Application

For

The Proposed Refurbishment and Alterations

at

Phase 2 – Halfords Block Wellington Retail Park

Hambleton Road
Waterlooville, P07 7FG

For Henderson Retail Warehouse Fund

Issue P1

December 2013

1.0 Background

- 1.1 Wellington Retail Park was constructed in three phases of which the Halfords block was developed as Phase 2 of the current Retail Park based upon a 1988 planning permission (88/50241).
- 1.2 Since the units in this block were constructed, there have been limited alterations to their external appearance and little investment, unlike the other areas of the Retail Park.
- 1.3 This block comprises three retail units with an overall ground floor gross internal area of 1820sqm and 861sqm mezzanine area.
- 1.4 This application proposes to enhance the external design and appearance of this building, square off the front thereby providing an additional 79sqm and to improve the quality of access to the front and side of the building. Detail fit-out works are by others that are currently unknown so the existing internal layouts are retained for the moment. This Design and Access Statement relates only to the Landlords works for this building.

2.0 Site Assessment

- 2.1 This part of the site is largely hidden from view from the A3 by trees and other vegetation. It was situated adjoining a former local amenity refuse area, opposite the former Caetano works site and alongside the service area to DFS and the former Focus premises. The design of this part of the Retail Park is not to a high specification, reflecting the date of construction as well as the character of the site at that time.

- 2.2 The quality of the environment of the rest of the Retail Park is evolving significantly.

Phase 3 of the Retail Park, the terrace on a north west/south east axis (Matalan to TK Maxx) is a higher quality development facing the main circulation axis within the site. This links via the pedestrian/cycle underpass and proposed new pedestrian ramp (part of the proposed adjacent 8,825 sqm Sainsbury development) to the traditional part of the town centre to the south and to the north with the proposed new Sainsbury store. This walkway is being proposed for enhancement as part of a separate permission.

The occupiers of this terrace, soon to be boosted further by the opening of an M&S Simply Food store, has enhanced the attractiveness of Waterlooville as a shopping destination, arising from which it is proposed to extend the Town Centre boundary to include the Retail Park, with this main terrace as a Primary Shopping Frontage.

- 2.3 The adjacent former Focus unit has been cut back, split and refurbished to provide two new good quality units alongside DFS that are now occupied by Home Bargains and Harveys. In addition, permission has been granted for a three unit pod development which will provide for a range of smaller A1/A3 units, further enhancing the quality and attraction of the Park (and the wider Town Centre) to the public.
- 2.4 To the north, Sainsbury's has permission for a new superstore on the site of the former Caetano works. This will include a filling station and will provide a significantly better quality setting for the Halfords block.
- 2.5 The above improvements to the adjacent sites and buildings, together with the enhancements to the main car park including pedestrian connections and landscaping, all raises the appearance of the Park, connections within it and to the adjoining areas, including the traditional town centre.

In comparison the Halfords block is outdated and detracts from the overall quality of the

- Park. The design needs to be updated and improved and the applicant is proposing further investment.
- 2.6 To the south of this block is a footpath/cycleway that connects the Retail Park to the bus stops alongside the A3. This links the Park with the established pedestrian connection and to public transport. It is being retained and enhanced.
- 2.7 The Retail Park is constructed around the central car park housing in excess of 500 car park spaces. The car park in front of the Halfords block visually serves this block and currently has 69 spaces (with no accessible ones). To allow for the improvements, this proposal reduces the number slightly by 5 to 64 spaces, but will include 2 No accessible spaces. We do not consider this small reduction will have any significant impact on parking.
- 2.8 Servicing is via a separate service road to the north of the block that leads to the service yard at the rear. This will be unaffected by the proposals.
- 2.9 There is currently no cycle parking within this area although cycle hoops are arranged around the Retail Park generally. Further are proposed within the pod permission, including a cycle shelter.
- 4 No cycle hoops for 8 cycles are proposed as a facility for this block located in two groups adjacent to the entrances.

3.0 Design Proposals

- 3.1 To fill in the front recess to create a cleaner elevation and improve the overall appearance and relationship to the DFS unit which is further forward.
- 3.2 The proposed design follows the principles and palette of materials previously established on the Retail Park.

The new cladding will be taken to just above the existing ridge height to create a constant horizontal parapet, as is the approach on the other buildings on the Park, both existing and for the approved pod building.

The front and side elevations will be clad in silver/grey micro rib metal sheeting as generally used, the buff coloured facing brick will match the adjacent DFS store, the canopy/shop sign structure and the shopfront framing will be grey to match the rest of the Park.

The rear service elevation, which is generally masked by vegetation, will be refurbished and the existing cladding resprayed to match the new silver/grey cladding.

- 3.3 The unit entrances will have automatic doors and the design of the canopy/shop sign structure will match those existing on the site.
- 3.4 The shop signage will be part of a separate advertisement application by others.
- 3.5 The existing provision for refuse and recycling via the rear service yard will remain. No additional facilities are proposed externally.
- 3.6 The pedestrian area to the front is being realigned at the southern end to suit the revised layout. The paving is to be upgraded and the bollards repositioned to suit the proposed glazing.

- 3.7 The adjacent footpath and cycleway is to be upgraded. The fence to the north is being removed to create a more open feel and that to the south adjacent to DFS, will be repainted.

The footpath will have a paved surface and the cycle path a resin bound aggregate surface to aid visual separation between the two. The lighting in this area will also be enhanced.

- 3.8 The soft landscaping, except for minor areas that will be removed to allow for the new proposals, is to be left as existing.
- 3.9 The adjacent car park lighting is to be replaced with new similar to match existing in main car park.

4.0 Access For All

- 4.1 Wayfinding is an important element of such facilities with easy identification of entrances. This has been achieved by providing a highly visible entrance design which replicates those on other buildings on the Park
- 4.2 Accessible parking for the less able and cycle parking has been added as mentioned above.
- 4.3 Drop kerbs with tactile paving will be provided at appropriate locations. The existing ramp to the adjacent pathway is being retained and a set of steps with handrails is being added to aid access and visually open up this area.
- 4.4 Flush thresholds will be included and a level 1500mm square area of paving adjacent to each entrance.
- 4.5 The ground floors are set true and level. Any internal provisions will be part of the various tenant's fit out proposals.



View of block across main car park



Views of front elevation of block



Path and cycleway elevation



Service road elevation



Recently completed extension to DFS block showing palette of materials and entrance canopy



View from car park towards DFS