

Design and Access Statement

In support of the

Planning Application

For

The Proposed Refurbishment and Alterations

at

Unit 6 Wellington Retail Park

Hambledon Road
Waterlooville, P07 7UA

For Henderson Retail Warehouse Fund

August 2013

1.0 Background

- 1.1 Wellington Retail Park was constructed in three phases of which that housing Unit 6 was the final phase. We understand it was opened around 2003, having been originally permitted in 1999.
- 1.2 This application proposes the works to Unit 6 to prepare for a new incoming tenant. The Unit is currently unoccupied, having previously been tenanted by JJB Sports. The unit is to be stripped back to a shell and altered to suit the incoming tenant's requirements. The detail fit-out works are by others. This Design and Access Statement relates only to the Landlords works for this unit.
- 1.3 The proposed alterations include extending the glazed shopfront, creation of a small external seating area with a direct access door and new automatic sliding entrance doors. The rear is to be adapted to provide for the required servicing and mechanical plant.

2.0 Site Assessment

- 2.1 The Retail Park comprises three terraces constructed around the car park housing approximately 559 car park spaces. The buildings are two storey equivalent with feature canopies above the parapet line over the entrances to emphasize their location.

The Park has an overall floor area of approximately 15,330 sqm and has a Part Open A1/Part Bulky Goods Retail Warehouse development use.

The unit proposed has an approximate gross internal ground floor area of 924 sqm. The mezzanine will reduce from its current 726 sqm to around 465 sqm.

- 2.2 This terrace is on a north west/south east axis and faces the main circulation axis within the site which also 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 east and to the north west with the proposed new Sainsbury store. This walkway is being proposed for enhancement as part of a separate application.
- 2.3 The servicing is via a separate service road to the rear of the unit and does not clash with any public areas.

3.0 General Proposals

- 3.1 The brick panel/stone plinth to the LHS of the main entrance (viewed externally) is to be removed and replaced by a new glazed shopfront. The design, materials and colours to match those existing. The new shopfront to include a personnel door to directly link with the proposed small external seating area. To accommodate this facility the existing bollards and cycle hoops in this area will be repositioned. A minimum clear walkway of 1200mm wide will be maintained.

Three trolley bays will be provided externally within the car park but they will be part of the fit-out by others.

- 3.2 The existing main entrance swing doors are to be replaced with automatic sliding doors within the existing opening and an internal lobby created.
- 3.3 The shop signage will be part of a separate advertisement application by others. It is anticipated that the existing main shop sign will be re-used.

- 3.4 To the rear, the size and position of the external doors are amended to suit the new requirement. A loading bay with scissor lift will be constructed to align with the existing kerb level and a gantry erected to house high-level mechanical plant. The topmost level is to be kept below the existing roof level to minimise its visual affect.

Access to the new plant area is via a short stair from the mezzanine level and will provide vertical enclosing sides in excess of 1100mm. The top will be open for maximum ventilation.

- 3.5 A new internal goods lift will be provided towards the rear of the unit.
- 3.6 We are advised that the incoming tenant will provide for refuse and recycling storage internally. No additional facilities are proposed externally.

4.0 Design

- 4.1 To the front/public area, the alterations are minimal and will retain the general appearance already established on the Park.
- 4.2 To the rear, the view of the proposed mechanical plant gantry is restricted to servicing areas. It will not be visible from the general public areas. The high-level plant area will be faced in a louvered panel and finished in a dark grey to match the existing roof fascia. The adjacent property abutting the site is the rear of a commercial/industrial facility upon which the proposed gantry will have no practical impact nor any visual affect which should be of concern in an industrial type environment.
- 4.3 The rear service road is currently two way being around 9900mm wide between the kerb and the opposite car park spaces. However with the reduction of the width adjacent to Unit 6 to a single lane, approx. 4750mm, it has been designed to retain ample manoeuvring space and clear visibility lines. The service road is straight; there is a passing space by the entrance and a turning circle at the far end. Other than on the rare occasions when most units will have a service vehicle at the same time, there will also be additional passing places where the road is retained at its greater width. The estate is currently managed and this will continue to be the case.

5.0 Access For All

- 5.1 The proposal retains the flush thresholds to the main entrance. The proposed internal lobby is sized to allow for the easy movement of the less able, being approximately 5m wide by 3m deep. The two main automatic sliding doors will have a minimum clear width of 2m and the secondary door to the side of the lobby, a minimum clear width of 1100mm., to allow for easy access for a less able person and helper and those with wheelchairs and young children.

The door to the external seating area will also have a flush threshold and be of a minimum clear width of 1000mm to allow for normal sized wheelchair use.

- 5.2 Wayfinding is an important element of such facilities for easy identification of entrances. This has been achieved by the existing entrance design and nothing is proposed to detract from this.
- 5.3 Other than the relocation of the existing adjacent cycle hoops the car park provision, including disabled parking, remains as existing.
- 5.4 The ground floor is set true and level. The proposed mezzanine is for storage so no customer access available. Staff could use the goods lift to the rear to gain access.

*Photo of Existing Front Entrance
Elevation*



*Photo of Existing Rear Service
Road Elevation*

