

Job No. 199

New Pod Units

at

**Wellington Retail Park
Hambledon Road
Waterlooville, P07 7UA**

For

Henderson Retail Warehouse Fund

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Design and Access Statement

Issue 1 – 30 May 2013
Issue 2 – 15 July 2013
Issue 3 - 16 July 2013
Issue 4 – 23 July 2013
Issue 5 – 31 July 2013

1.0 Preface

- 1.1 The application proposes enhancements to the connectivity and public realm of the Retail Park, along with the addition of a new “pod” building. This Design and Access Statement concerns the pod building.

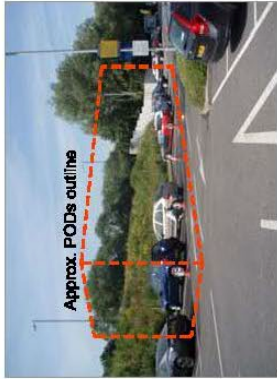
The proposed pod building has been designed to house 3 No units, with mixed A1/A3 planning uses located at the edge of the existing car park. A dedicated service bay is proposed at the side with an adjacent housing for refuse/recycling storage. To the front are external seating areas and at the rear are spaces for external condenser units for each new unit, hidden from public view by fencing, and service access.

2.0 Site Assessment

- 2.1 The proposed new building, although over 7m tall, is a single storey structure and no higher than the existing buildings. It utilises the palette of external colours and materials established in the Retail Park. This includes light and dark grey microrib horizontal steel cladding and dark grey shopfront frames etc. Ceramic tile cladding has been introduced, in a red/terra cotta colour to blend with existing facing brick colour but act as a contrast to the approach taken on the rest of the Park, to emphasise the differing function to the general retail units.
- 2.2 The position of the new building is close to the main northwest-southeast axis within the site to maximise its general visibility and accessibility from this important route, which also links via the pedestrian/cycle underpass and proposed new pedestrian ramp to the traditional part of the town centre and to the north with the proposed new Sainsbury store. This walkway is also being enhanced as part of the application scheme.

The existing link from this area of the site to the main pedestrian route will also be enhanced and widened to 2.5m. It will include protecting bollards either side resulting in a clear width in excess of 2m. This will allow pushchairs and wheelchairs to easily pass.

The relationship between the proposed building and main pedestrian route is shown below.



View 4



View 5



View 6



View 7



View 1



View 2



View 3



Pedestrian Route
To Traditional
Town Centre

KEYS:

① Views

Visibility

Main Pedestrian Route



North point

SITE VIEWS

1:1500 @A3

Drawings No.
199-PL-900.P1

REVISION

Denning Maile Polissano
Chartered Architects

DATE

April 15

GENERAL NOTES
All drawings are to be read in conjunction with the contract documents.
Any alterations to the drawings must be made in accordance with the contract documents.
The drawings shall be used in accordance with the contract documents.
The drawings shall not be used for any other purpose.
(Denning Maile Polissano)

Wellington Pods, Waterloooville

- 2.3 The rear elevation of the proposed building is open to public view, looking down from the road and the new pedestrian ramp. It has therefore been dealt with as a secondary front elevation, reflecting the main elevation approach and incorporating shop signage within the design of the building.
- 2.4 The positioning of the pod building generally fits within the existing car park arrangement but some local amendments are proposed. Refer to the existing and proposed site and car parking layouts.

3.0 General Proposals

- 3.1 The proposed building is considered an additional but ancillary facility offering food and drink for those visiting the retail units.
- 3.2 The proposed building creates three units with Gross Internal Areas of approximately 140 sqm, 95 sqm and 111 sqm. To the front of the units is proposed a small external seating area for the customers of each unit plus a general public seating/milling area. The design allows for each tenant to erect their corporate low level screens around their seating areas that will bring variation, colour and further visual interest.
- 3.3 The overall layout and operation of the Retail Park is generally unaffected by these proposals.
- 3.4 Additional disabled parking provision is included with 2No. new spaces provided adjacent to this new facility.
- 3.5 Adjacent to the north-south pedestrian and cycle axis, and just to the east of the proposed unit, will be a new cycle shelter with 7 hoops to provide secure and covered parking for up to 14 cycles for staff and visitors.

4.0 Design

- 4.1 To create a design with a horizontal emphasis that respects this general approach of the existing buildings, which by their extent, naturally create this appearance.

This has been achieved by creating a strong frame to the main elevation that fully encloses the shopfront. The ceramic tile system proposed is crisp, clean and modern. This will assist in raising the overall visual quality of the Retail Park.

- 4.2 To make the building highly visible and inviting when viewed from the main north-south pedestrian/cycle axis, from the site entrances and from the main retail units. Its location also helps to 'enclose' the Retail Park as at present there are no buildings along this boundary. It could also act as a focal point due to its strong design feature and position within the overall Retail Park and in relation to the wider area via the main pedestrian link running through the Park.
- 4.3 To create a design with regard to the view from the rear road and new pedestrian ramp being from a raised position and to negate the view of the utilitarian roof. This has been achieved by retaining the height of the parapet to the front elevation feature on the rear and side elevations. To the rear south east corner where the proposed pedestrian ramp is at its highest adjacent to the pod, the parapet is a little over two meters above the ramp thereby preventing a view of the roof.
- 4.4 To include some vertical features on the rear elevation to reflect the verticality of the supporting structure to the adjacent new pedestrian ramp.

- 4.5 To create proportioned rectangular units that are favoured by most retailers.
- 4.6 To negate the need for rainwater downpipes on the front feature elevation that would detract from the crisp ceramic tiling and also allow any gutter clearing to take place from the safety of the rear service pathway rather than the front public area.
- 4.7 To obviate the need for regular access to the roof for plant maintenance etc.
- 4.8 The actual shop signs will form part of separate applications for Advertisement Consent. However to control the location of the signs as part of the base design the internally illuminated sign boxes have been included. Tenants may choose to fill the space available, or not, but it is considered that the size of sign area should not overly dominate the building.

5.0 Access For All

- 5.1 The building has been designed with flush thresholds to each unit. Although a potential external seating area has been created for each unit, any changes of level have been avoided. The interest has been created by the paving design, inclusion of some fixed seating and landscaping.
- 5.2 Wayfinding is an important element of such facilities for easy identification of differing facilities and their entrances. This has been achieved by enclosing the shopfront and entrances within the feature tile surround, being clearly visible from most of the Retail Park and acting as a focal point within the Retail Park. In addition there will be a shallow portico around each entrance for further identification. These can potentially be finished in the corporate colours of each tenant.
- 5.3 The entrance doors to each unit will be automatic and a minimum of 1200mm clear opening to allow for easy access for a less able person and helper and those with wheelchairs and young children.
- 5.4 As noted above, disabled parking and secure and covered cycle parking is adjacent.