

DESIGN & ACCESS STATEMENT

**New workshop building and redevelopment of existing building and site with new portal frame structure above existing building footprint
to
Orkney Boats Site, Ford Lane Business Park, Ford Lane. Yapton**

1 ASSESSMENT OF PHYSICAL CONTEXT

Orkney Boats sits within the southern end of Ford Lane Business Park which lies within a rural setting to the north of Ford Lane surrounded by agricultural fields. The business park is slightly elevated above the road and is screened from Ford Lane by a line of mature trees and hedges.



Fig 1. Aerial View of Ford Lane Business Park with Orkney Boats site outlined in red

When entering the business park the Orkney Boats site is directly on the right (east) of the main entrance approach road and also includes a parking area on the western side of the road.



Fig 2. Access road into Ford Lane Business Park viewed from Ford Lane.



Fig 3. Orkney Boats building and main entrance.

The existing structures are single storey masonry buildings built circa 1940's with a corrugated pitched roof. External areas are mostly hard landscaped with concrete or levelled with scalplings as hardstanding surfaces. The southern boundary has been recently formed with a subdivision of the existing buildings, with the new boundary running directly through the single storey structure, currently with the roof interlinked but internally divided by partition walls. The northern and eastern boundaries are bordered by neighbouring business premises. The western boundary borders the adjacent fields and is fenced off and screened by an indigenous conservation hedgerow.



Fig 4. View of entrance approach along the northern access towards existing hard landscaping area.

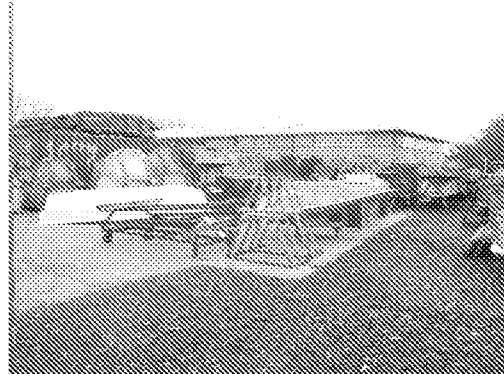


Fig 5. View of existing hard landscaping area used for equipment storage

Orkney boats has occupied the site since 1974 and has recently changed ownership which included the subdivision of the site and the new southern boundary between the buildings. The southern area of the sub-divided site has recently obtained planning permission for re-development into 8No. business units under planning application F/11/16/PL. This application proposal allows for the sustainable continued operation for Orkney boats on the site with redevelopment to allow for both additional workspace and improved working conditions.

2 PRE-APPLICATION

Pre-application advice was submitted 24th July 2018. No advice was provided, only that on 15th August 2018 a response was received from Zac Denton of ADC advising that the pre-application service has been suspended due to on-going staffing issues. It is considered that:

- The proposal is considered to be in accordance with policy GEN7 of the Arun District Local Plan
- The proposal is not considered to adversely impact upon the countryside

3 EXISTING SITE PARAMETERS

The current buildings are in need of repair and restoration and the current design layout does not provide optimum facilities required to allow for the efficient manufacturing and operation required for the Orkney Boats business. The site is therefore currently dated and underutilised and the proposal provides more suitable facilities for current business use for the site and local area.

4 DESIGN PRINCIPLES

The design requires a phased approach to allow for the continued operation of the business on the site and is split into three phases, being:

Phase 1:

A new stand-alone building structure designed as a portal frame building. The height and size have been carefully considered to allow for suitable space for operational use and the positioning on the site considered allowing for suitable hardstanding surface space, whilst being in close proximity to the existing building amenities. Part of the existing structure is to be demolished to allow for the location on the building and a covered link is included to provide covered access between the new and existing structures.

The phase 1 proposals also include installing new boundary fencing along the northern elevation boundary together with a new retaining wall along part of the northern boundary. The retaining wall allows for retention of the raised ground where levelled off to meet existing hardstanding surfaces. The proposal maximises on the potential space for hardstanding storage within the site boundary.

Phase 2:

With the new phase 1 building completed, manufacture and operational use of the business can continue, whilst allowing for internal alterations to the existing building structures. The revisions include alterations to the internal layout space and a new façade frontage to the building.

The revisions to the internal layout allow for improved working areas allowing for more efficient use of the space. The existing site access is improved with demolition of part of the office area and a new entrance façade provided to improve the main entrance appearance and sales office. The relocation of the front personnel entrance also allows for a revised parking layout which improves the parking efficiency on the existing front hardstanding. The new fenestration and proposed cladding has been carefully designed to allow for the easy transition and continuation of phase 3 works, without revising the phase 2 layout.

The proposal also includes for improved deliveries access with a new northern delivery entrance, for supply of manufacturing goods. There is also a new party wall structure proposed, within the existing sales office area, to align with the new site southern boundary, which currently is slightly offset within this area.

Phase 3:

This phase will be the most disruptive to the working environment and allows for the demolition and replacement of the existing building fabric, with a new portal frame structure built above the existing building footprint. The portal frame design is equal to the phase 1 portal frame building with equal ridge and eaves height and cladding design allowing for a continuation of the design aesthetic throughout the site. The portal frame provides increased height throughout, allowing for improved working areas within the manufacturing floorspace and the expansion of the sales area and office facilities with a two storey layout.

The design allows for the retention of the existing attached building to the south with suitable flashings to the existing pitched and flat roof structures. Should the building to the south be demolished as proposed within the approved planning application (F/11/16/PL) then the southern elevation cladded façade would continue to the ground level allowing for a 1m access strip to the southern boundary.

5 AMOUNT OF DEVELOPMENT

The existing buildings provide a gross internal floor area of 586m² over a total site area of 3,230m². A total of 74m² is to be demolished to allow for an additional 403m² of floorspace, providing a new gross internal floorspace by the development is 329m².

6 LAYOUT & SCALE

The layout of the new portal frame structure is spaced at equal intervals over the existing building footprint. This allows for a coherent design throughout the site allowing flexibility for future -proofing of the site. The stand-alone structure of phase 1 is designed to allow possible linking to the main portal frame at a future stage and is also positioned to allow most efficient use and flexible layout of space for the hardstanding storage within the remaining site area.

The position of the building therefore is similar if not equal to the existing footprint with an extrusion of the building form to the east of the site. The positioning therefore provides equal space separation from the structure to the north and with the demolition of the existing northern western section provides improved access into the site and increased separation from the adjacent building to the north.

The height of the portal frame is kept at a minimum to allow sufficient required headroom space for the efficient manufacturing of the boats and also is designed to allow for a second floor over the office space and the potential for an independent mezzanine floor structure, if required, within the workshop areas. Windows are provided at high level to the front and rear elevations of each unit along with rooflights to allow for natural daylight. No windows are proposed along the southern boundary due to proximity of the boundary.

The eaves and ridge height is similar to the heights to other buildings and those as approved under the recent planning application (F/11/16/PL) for the site to the south. Development is kept away from the hedge screening to the east of the site, which would minimise any visibility of the new structures from the surrounding landscape.

7 LANDSCAPING

The new stand-alone building of Phase 1 is to be built above existing hardstanding concrete. The northern boundary infill area with retaining wall along the boundary is to be infilled with scalplings to allow for hardstanding storage. The remaining hardstanding areas are to be left as existing, either scalplings or concrete.

The new ramp and access to the north of the building, and where the existing building is to be removed is to be levelled to existing adjoining levels and finished in concrete, matching the existing areas. Where the front entrance steps are revised to the front façade, the infilled area is to be finished to adjoining levels in a matching tarmac surface.

There are no trees/hedges within the site to be removed.

8 MATERIALS & APPEARANCE

The facades of the new buildings are to be in a powder coated metal profiled cladding type K1000RW by Kingspan in a two tone 'light' grey and 'dark' blue colour, in style with the Orkney boats corporate colours. Trims and metal gutters are to be contrasting 'dark' grey aluminium. Windows and doors are to be an equal 'dark' grey and aluminium.

The roof is to be a similar metal profiled metal roofing sheet, colour light 'grey'.

New boundary fences are to match existing galvanised palisade fencing at eaul height of approx.. 2.2m in height.

The materials will generally be in keeping with the other materials used within the industrial estate but with colours to identify the building under the corporate colours of Orkney boats, being grey and blue.

9 ACCESS & PARKING

The main site access is retained off the existing road within the business park through the existing entrance approach at the north western end of the site. However, the existing access is to be improved with a widened access, where the existing building is to be removed and new vehicular gate along with a new personnel gate for deliveries. A dedicated delivery bay is provided in front of the personnel gate for goods deliveries, allowing temporary parking off the main access road through the business park.

With the revised location of the personnel entrance to the sales office and reception to the front of the building, the design allows for an improved parking layout, allowing for 6No. parking bays. The existing parking bays to the west of the main business park access road are to remain.

10 SURFACE WATER

The proposal allows for part demolition of existing structures along with new structures created. The new structures are built over the existing footprint of the existing building and above existing concrete hardstanding. The result is a net increase of footprint area created by the proposals, of 202m². However, the increase in surface water run-off from the site will be zero, due to the structure being built above non-permeable ground and the existing building footprint.

11 BIN STORAGE

Bin storage within the site storage area being no change to the existing situation.

12 NOISE ASSESMENT

The proposal allows for the same working parameters and conditions as existing with the same use on the site. Therefore, no change to the existing situation.

Any installation will be designed and installed in accordance with the relevant guidelines to minimise odour and noise. The ratings for cumulative noise from any extract / ventilation equipment shall not exceed 10dB (A) below the existing background level, at the nearest noise sensitive receptor, as in accordance with BS4142 (1997) in order to safeguard the amenities of the occupiers of premises / dwelling (s) in the vicinity.

13 CONCLUSION

The scheme has been carefully designed to provide a sustainable business premises to assist in the longevity of the Orkney boats site and business park. The size, mass and scale are in keeping with the existing structures on the site with hedge screening retained to the eastern boundary.

The proposal is considered to be in accordance with policy GEN7 of the Arun District Local Plan and is not considered not to adversely impact upon the countryside.

Relevant local and national policies are complied with and there is no adverse effect on any other interest of acknowledged importance.

In view of the issues detailed in this report it is considered appropriate that planning permission be granted for the proposal.