Design and Access Statement

Lindenwood

Chineham Business Park

Basingstoke

Prepared by The Harris Partnership on behalf of Frasers Property to support a Full Planning Application for a new development at Lindenwood, Chineham Business Park.

CHINEHAM PARK

FRASERS PROPERTY

18117 D+A v2

December 2023

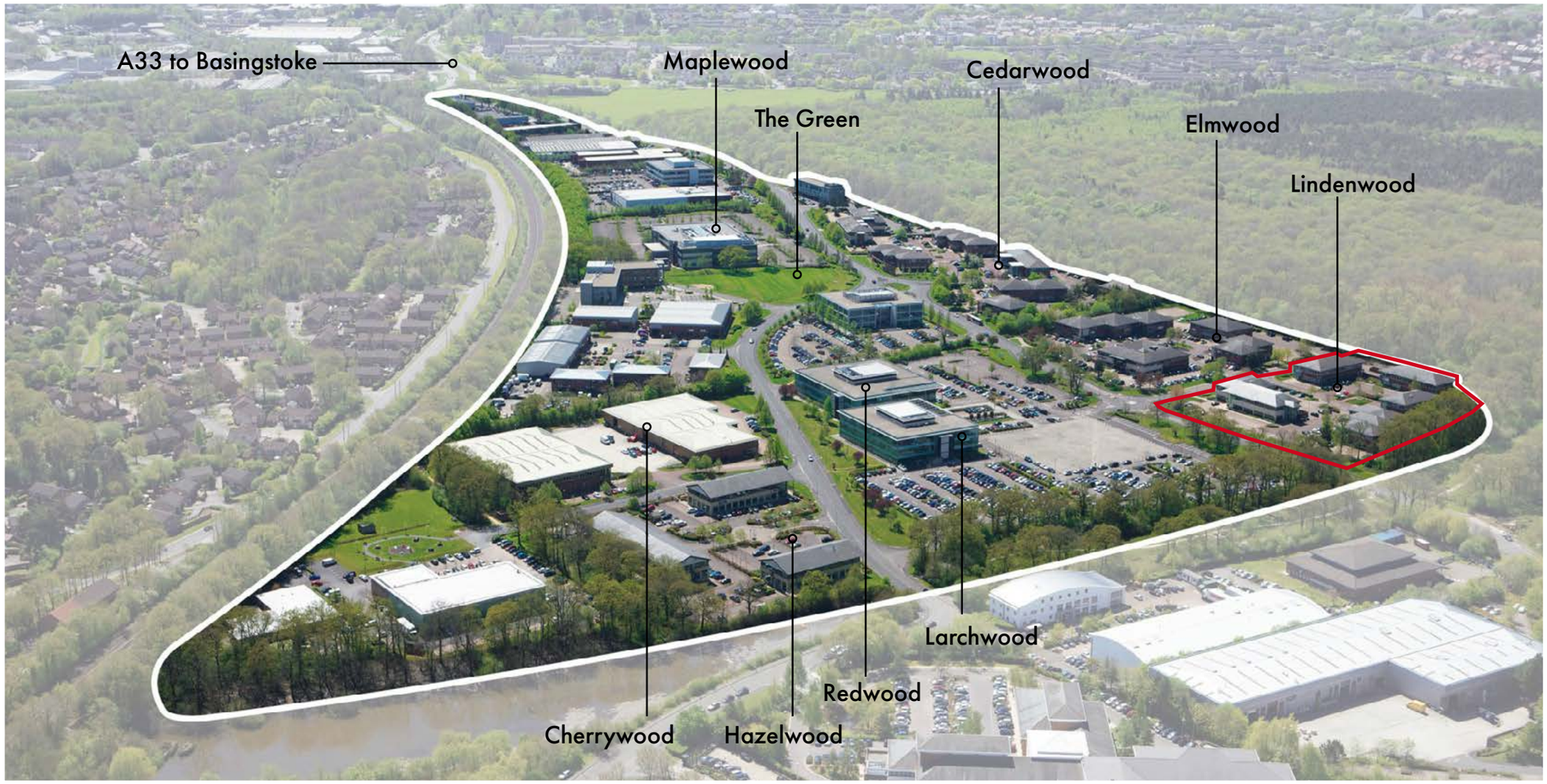
THE HARRIS PARTNERSHIP ARCHITECTS

2 St Johns North,
Wakefield, WF1 3QA

01924 291 800

www.harrispartnership.com

THE HARRIS PARTNERSHIP



Introduction

This Design and Access Statement has been prepared on behalf of Frasers Property in support of a submission for Full Planning Approval for the redevelopment of the Lindenwood site at Chineham Business Park.

The purpose of this document is to describe the site, surrounding context, and constraints and opportunities which have informed the design solution.

Location

Chineham Business Park is located to the east of Chineham, north of Basingstoke. The established business park provides a variety of office accommodation across the park. The site is managed and operated by Frasers Property who have established a thriving community built on high quality accommodation, and amenity within an extensively landscape surrounding. Each plot on the business park is defined by a name associated with different types of wood. The application plot is Lindenwood, and is located in the north west corner of the business park.

Design Team

The following design team members are involved in preparing the design information supporting this application.

Client:	Frasers Property
Project Manager:	BWF
Architect:	The Harris Partnership
Landscape Architect:	ASA Landscape Architects
Engineer:	Furness Partnership
Services Engineer:	Hoare Lea
Ecologist:	Greengauge

The Existing Site

The existing Lindenwood site measures 3.96a (1.60h). The site has recently undergone demolition works to remove the existing buildings on the site. The site previously contained 5 office buildings of varying size footprints. Access to the site is via an access road to the south which leads to Crockford Lane, the main road running north to south through the site.

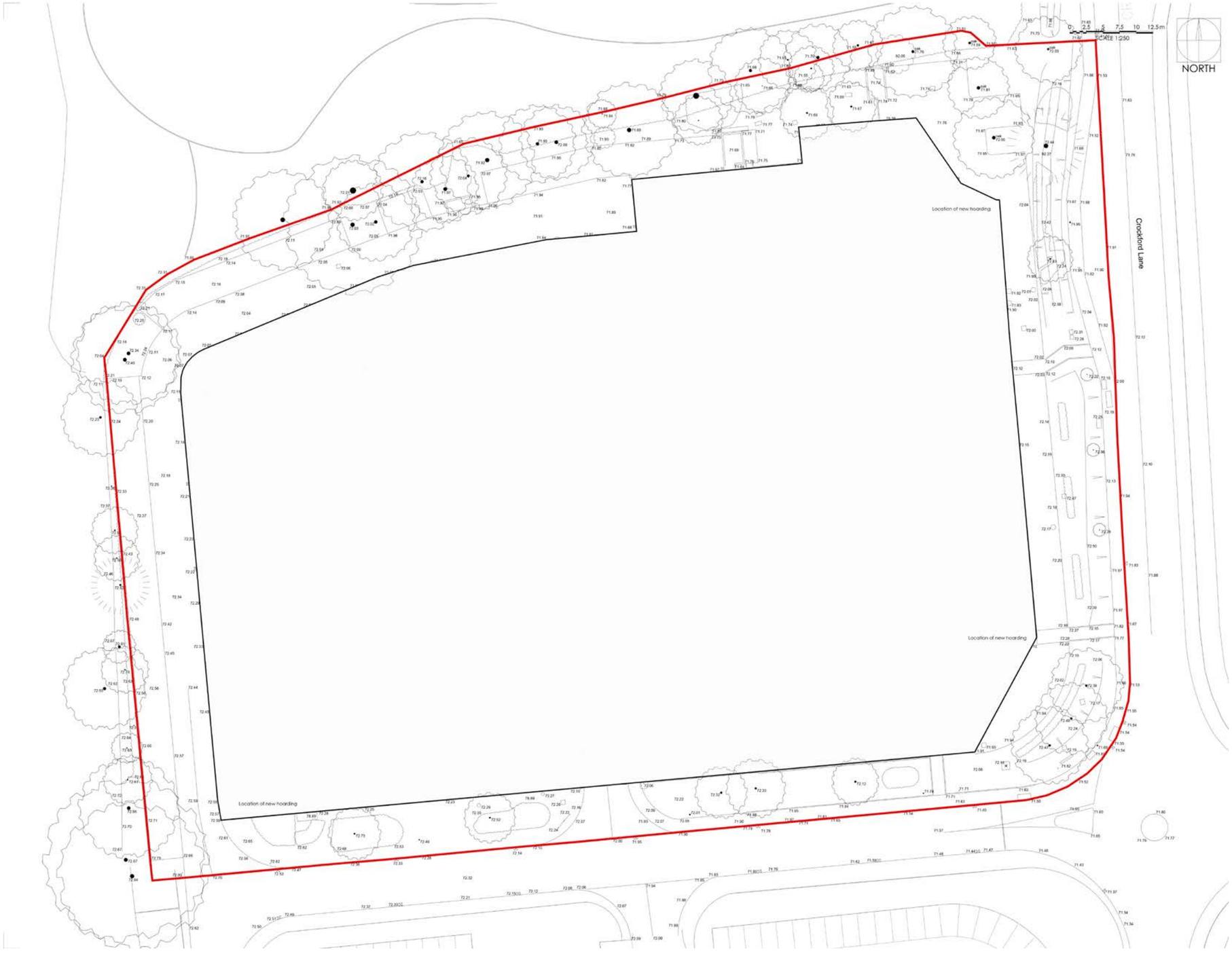
Car parking on site for the previous offices was spread across the whole site around the existing buildings. To the perimeter is a large landscape buffer between the site and the highway. This is synonymous with the rest of the park. The office scheme included small areas of landscape with ornamental tree planting in the centre of the site between the buildings.

Areas of woodland wrap around the north and west boundaries of the site. This area includes dense mature woodland areas with paths and open spaces to provide amenity and an important biodiversity asset in the area. Some of the mature trees on the edge of the Parklands are located within the site boundary and are currently surrounded by car parking.

There are various pedestrian links back to Crockford Lane through the site to promote sustainable travel. A bus layby is located next to the site on Crockford Lane.

Demolition

The central area of the site including the office buildings was demolished on October 2023. The perimeter of the site, boundary treatment and landscaped edges has been retained during these works.



The Existing Site

Following demolition, the site is now vacant. The site includes a full hoarding line across the perimeter of the site. The perimeter landscape boundary to the access road and Crockford Lane has been retained and exposed to the park. To the north and west boundaries, the hoarding is set within the site to mitigate any impact on the existing tree line edge to Parklands.

The existing parking areas to the north and west boundaries have been retained and will form the edge of the site and the red line for this application. The parking bays are block paved and in general good condition.

The proposal will apply to the central area currently demised within the hoarding line of demolition works. This ensures any impact to the surrounding landscape to the perimeter is minimal.

The red line application boundary extends into the perimeter areas where landscape enhancements are proposed, access points stopped up or created, and new landscape works proposed.

The site is level generally, and only includes local utilities across the site which were to support the previous use and lighting.

The Existing Site

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The Existing Site

Client Brief

The evolving commercial and employment use market is not solely specific to Chineham Business Park and has been seen across the country, where the demand for "traditional" office development has reduced and a greater need for more flexible "hybrid" workspace has increased. This is a result of the need for accommodation to be more flexible and offer high quality office space alongside workshop space suitable for R&D and light manufacturing.

The Lindenwood site at Chineham has been identified as a possible solution to this demand. The vision, to create flexible accommodation, preferably in a single or double terrace of buildings to accommodate a mix of unit sizes. Each unit should create flexible open workshop space alongside high quality office space at circa 20% of the overall ground floor footprint.

Parking areas should be provided to comply with local authority requirements but also acknowledge the use of these buildings as hybrid accommodation which are not generally either B2 or B8 use and fall between both categories.

The buildings will require access for service and goods vehicles. Although it is anticipated that the majority of vehicle movement for this type of accommodation will be van sizes, the scheme should be able to accommodate HGV movement to avoid any impact on the surrounding park. Consideration should be given to the visual impact of large vehicle areas and the amenity of other users.

Landscape and external amenity are an essential part of the business park and should be acknowledged in the design to ensure suitable soft landscape boundaries are retained and the development respects the proximity to the adjacent Parklands.

Proposed Use

Use

The submission proposes to redevelop the site to provide accommodation for "hybrid" units. The building will provide a mix of warehouse and office accommodation to suit the growing demand for occupiers who require large format floorspace alongside high quality office space. There is currently no accommodation of this type on Chineham Business Park.

The classification for the purposes of the submission is for Use Class E (g)(iii), general industrial.

Accommodation

The submission proposes the following accommodation:

Ground Floor:	4,877 sqm
First Floor (Office):	920 sqm
Total GIA:	5,797 sqm
Total GEA:	6,113 sqm
Parking:	90 spaces

Design Development

Option 01

Provides accommodation in the form of 2 inward facing terraces. Each terrace can be subdivided into smaller units to suit occupier requirements. Offices are located at the front to provide visual interest.

The units are restricted to front access. This reduces the opportunity to split pedestrian and large vehicle access, reducing the flexibility of the unit but also the potential to create a facade suitable to the high quality office environment.

This scheme retains the central access junction to the south of the site. All other existing access points are stopped up.

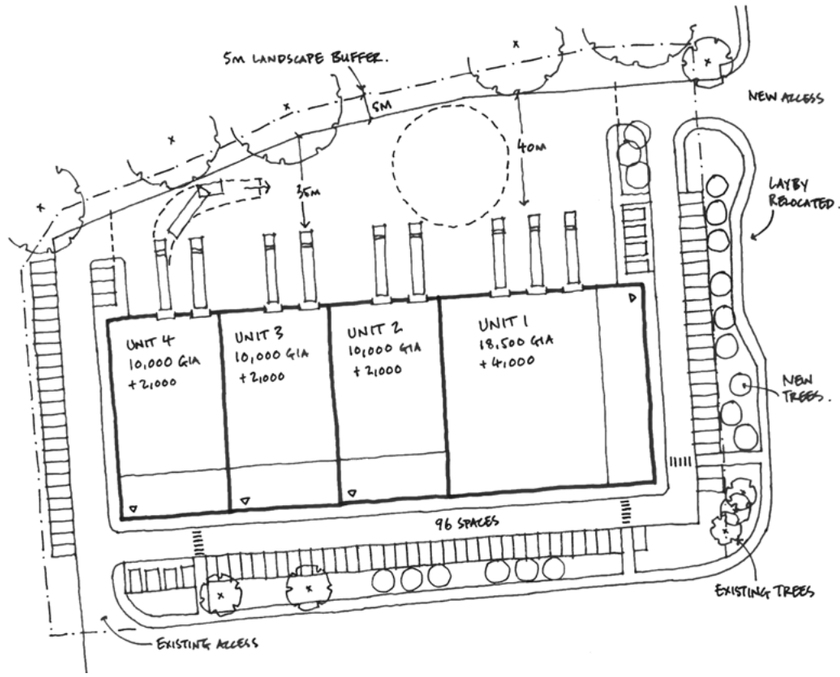
Option 02

This option locates large vehicle movement to the rear of the site. This creates a good opportunity to mask large yard areas between the building and the edge of Parklands.

Parking is located at the front of the site on Crockford Lane, aligned with the existing car parking. Additional parking is allocated to the rear vehicle yard. This creates an opportunity for the large unit facing Crockford Lane to have an active frontage. All other units would require pedestrian and vehicle entrances from the yard to the rear.

The 2 existing access points to the south are stopped up. A new access onto Crockford Lane is created for all vehicles.

Option 2 reduces any opportunity to animate the access road between Lindenwood and the adjacent site.



Option 03

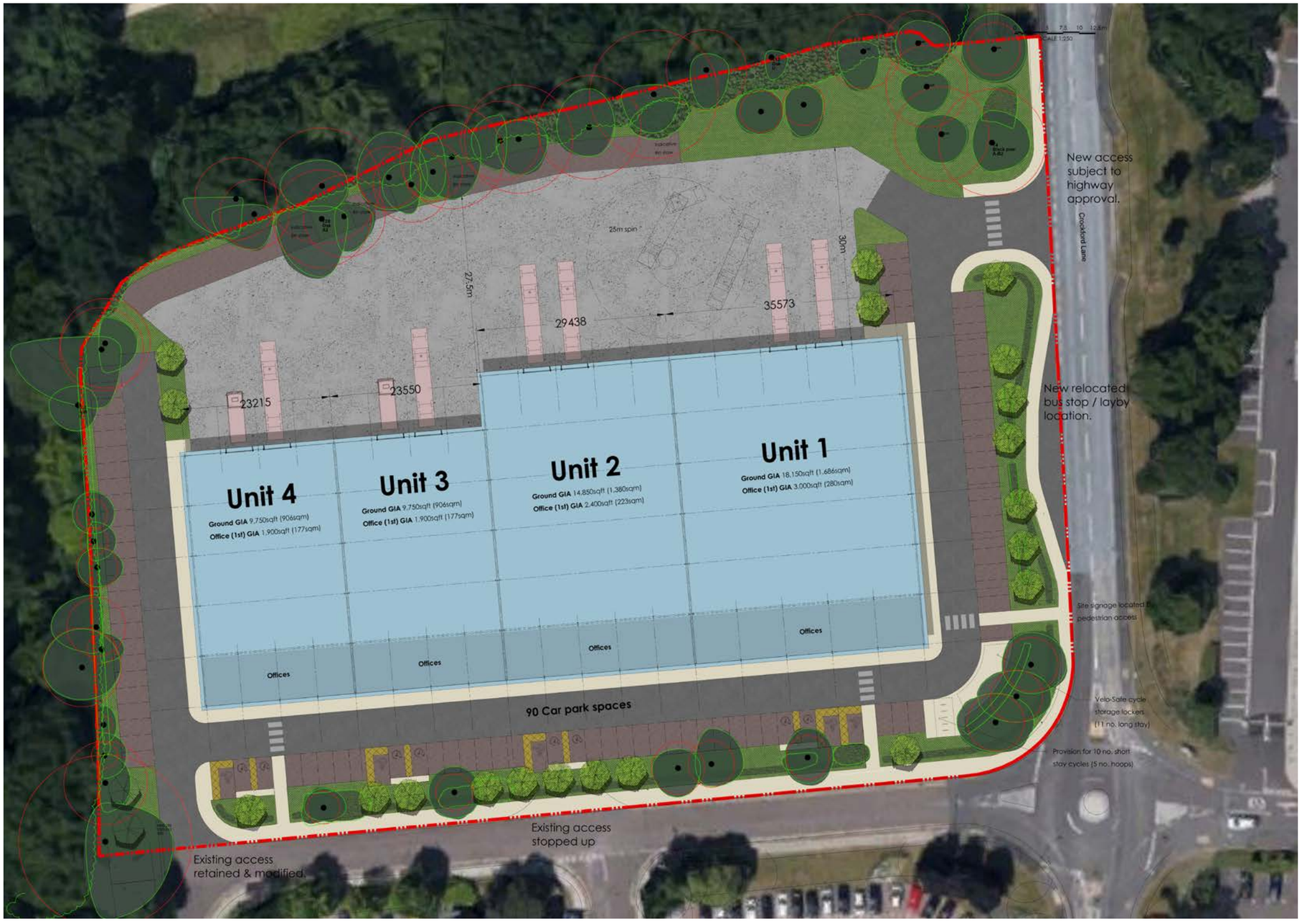
As a variation to option 2, this scheme reduces the built footprint to pull the building in from the boundary of the site. This creates an opportunity to include parking to the perimeter, and use the south facing elevation to create a pedestrian entrance more aligned with the adjacent office accommodation.

Parking lines to the south, east and west boundaries are retained along the existing kerb lines. This retains the generous perimeter soft landscape areas.

Relocating the parking creates an opportunity to reduce the vehicle yard at the rear to the minimum depth required for goods and deliveries.

The tree line to Parklands at the rea of the site is retained.

The existing vehicle access point in the south west corner of the site is retained. A new access to the yard area is located off Crockford Lane to the north.



Design Development

Pre Application Consultation

Option 3 was preferred as this met the client brief and provided the most efficient proposal, while maintaining a strong response to the boundaries of the site facing the business park. The scheme was developed and presented to the council as part of a pre application review.

The scheme was developed further as part of the pre application submission to include the following:

The building is split into 4 units across the terrace, with Unit 1, the largest unit, located next to Crockford Lane. The smallest units, 3 and 4, are stepped, creating smaller units and improved circulation to the rear yard area. The reduced footprint improves the relationship of the site to the adjacent tree line to the north and reduces any risk of vehicles moving too closely to the tree line and affecting the existing canopies.

Offices are located at first floor along the south facade, creating an opportunity to create an animated frontage facing the existing offices on the Elmwood site.

Parking is located along the existing kerb lines to the south, east and west boundaries. The existing block paved parking areas are retained to the rear of the site under the existing tree line. New parking includes accessible parking and EV charging spaces for each individual unit.

A new vehicle access is created off Crockford Lane. The existing layby is relocated south as a result.

A full arboricultural survey was carried out prior to the pre application review to determine tree locations and protection areas. These informed the strategy for tree retention and working areas. New soft landscape and tree planting is included to the south and east boundaries to enhance the site.

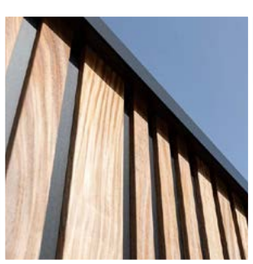
Design Development

The pre application submission included a concept for massing and appearance. The terrace is a 2 storey structure with individual roof pitches highlighting each unit. A single roof spanning east to west would provide a more efficient structural solution, however the use of individual roofs provides a much stronger form and helps illustrate the individual units.

The visual separation of the units is strengthened further with the use of materials to define the pedestrian entrances and offices to the south. Offices at first floor are highlighted by glazing.

Materials reflect the more industrial aesthetic of the building use and include a mix of profiled metal cladding. These are used alongside more natural, softer materials such as timber to add interest and contrast the darker metal facade.

Additional detailing includes projecting canopies and features to identify the entrance and strategic signage areas are used to promote the building and the Lindenwood plot.



Proposed Design

Building Layout

The proposed building follows the principles established with the pre application submission. The single building is split into 4 separate units. It is the intention to build the scheme as the designated 4 units, and not as a speculative development subject to occupier requirements to define the split. This has the advantage that entrances and key parts of the scheme can be designed to be bespoke.

Unit 1 is the largest individual unit and faces Crockford Lane to the east. The remaining units diminish in size, with units 3 and 4 reduced in depth to create greater yard circulation to the rear.

The ground floor includes a large double height workspace facing north. Each unit has 2 large goods access doors and a personnel entrance door on the north elevation.

To the south, each unit includes a principal entrance core and first floor office space. The entrance includes recessed access doors which add articulation to the facade as well as a larger external reception space.

The space at ground floor below the first floor office provides flexible single storey open space for the occupier. Depending on occupier demand, this space can become additional office space, showroom space or further industrial space for R+D or other similar uses.

Parking

The scheme proposes 90 car parking spaces. The layout utilises the existing perimeter parking areas which help integrate the development into the context of the business park. Parking along the southern boundary includes 6 accessible spaces and 6 EV charging spaces.

New parking bays along the south and east boundaries will be finished in block paving.

Proposed Design

Parking areas along the west boundary will be retained. The existing block paving is in good condition generally. Repairs and replacement paving will be included where required.

There are existing parking bays to the northern boundary which will be retained within the scheme. The bays and kerb lines are set within the tree line to the boundary. Retaining the parking bays will reduce any impact of new kerb lines along the edge of the trees.

A new cycle storage hub is to be located on the south east corner of the site. The secure building is located to provide strong links to Crockford Lane and the rest of the business park. The cycle hub provides space for up to 22 cycles.

Access

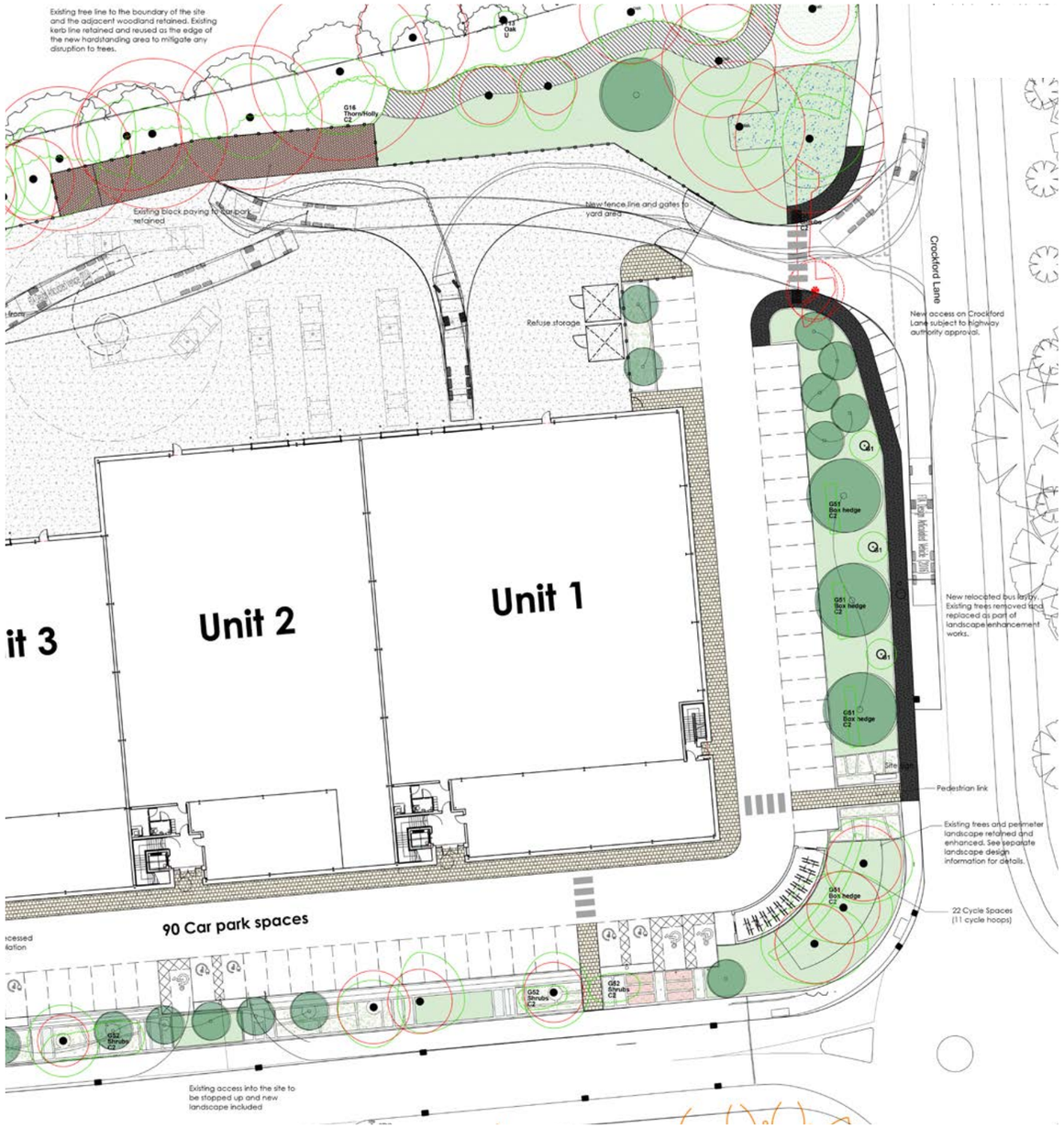
The existing junction in the south west corner of the site is to be retained for car access into the site. The second junction to the east is to be stopped up and replaced with additional soft landscape.

A new vehicle access is created off Crockford Lane to the north of the site. This access provides all traffic to the rear yard area, as well as a secondary access for cars to the front of the site.

The new junction on Crockford Lane is located in the position of an existing lay by. The kerb alignment to the layby is retained. This enables clear turning and visibility for larger vehicles. The retention of existing kerbs also reduces the impact on the existing trees. Large trees to the north of the junction will be retained. Two smaller trees will require removal to form the junction.

The existing lay by includes a bus stop serving the business park. It is proposed to relocate the bus stop south of the new junction, outside the new development.

A Transport Statement is provided in support of this application.



Landscape Strategy

As part of the design, the site has undergone an ecological appraisal and initial biodiversity review to inform an enhanced landscape proposal.

The site has established landscape edges to the existing business park with existing tree planting, lawn and hedges. It is proposed to maintain the perimeter landscaping to all areas other than the area needed for the new access. To mitigate the loss of planting in this area, new trees and planting are proposed across the site.

All lighting in the yard areas will be directional and face towards the building, reducing light spill onto the existing trees and mitigating any impact on surrounding wildlife.

Boundary Treatment

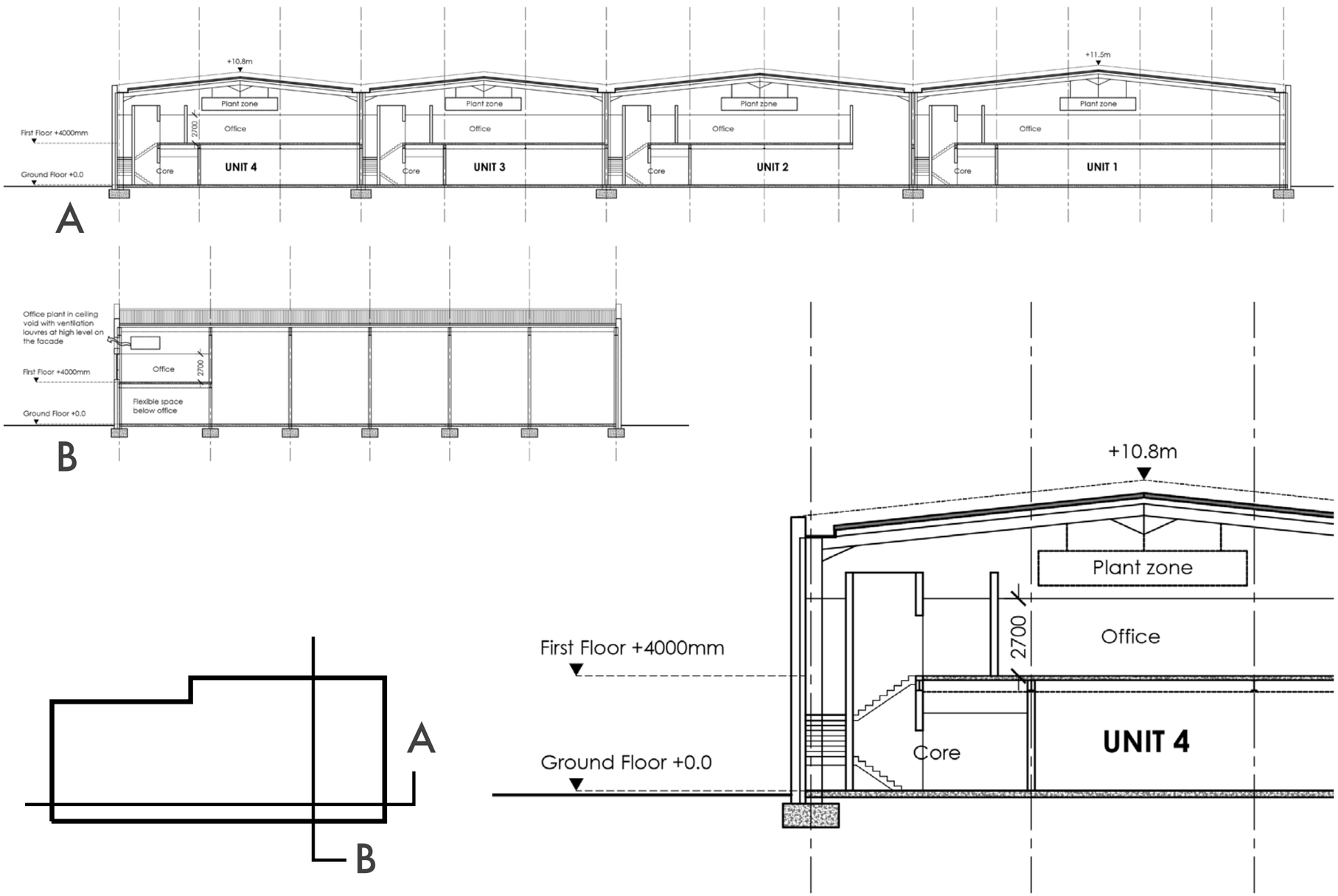
The majority of the site is open to the south and east, reflecting the treatment across the rest of the park, ensuring visibility and connectivity. The rear yard area will include a security fence and gate. The fence will follow the existing kerb line along the rear edge of the site. The fence will be a paladin fence in black. The small gauge steel fence is transparent and with a black finish reduces any visual impact on the context.

Surface Finishes

The pedestrian areas around the building will include new concrete paving. Paving will be permeable where possible to support a wider sustainable drainage strategy. This will include new paved links through the landscape perimeter to Crockford Lane.

Vehicle traffic areas will include a new tarmac finish. New parking will be block paved with permeable paving.

New footpath works on Crockford Lane will include a new tarmac finish to match the existing.



Proposed Design

Scale

To provide 2 storey accommodation at the front of the building, the frame will provide a minimum 8m clear at the lowest point. This provides a 4m ground to first floor height, ensuring optimum flexibility for the space at ground floor.

The form of the building is designed to express each unit with individual roof pitches. This results in an upper ridge height between 10.8m (unit 4) and 11.5m (unit 1).

Each individual frame is designed to create clear spans across the space to provide optimum flexibility for occupiers.

Proposed Design

Facade Treatment

A selected material palette of 2 principal materials is proposed to create a bold, consistent design that expresses the form of the building. A vertical profiled metal cladding is used across the whole building in a dark slate grey finish. The simplicity of material emphasises the building form.

Entrance areas are lifted by the use of Acoya timber cladding. The material provides a softer, more warm appearance which is focused around the entrances and office areas.

Each entrance is highlighted with a recessed glazed entrance door. Above at first floor, a large section of curtain wall glazing provides light into the main access core.

First floor offices include full height windows which are replicated at ground into the flexible space below. This maximises flexibility for the occupier and animates the facade.

All glazed areas are highlighted by a projecting detail that wraps around the principal facade of each unit. The projection defines the entrance, adds articulation to the facade and provides shading to the upper floor office glazing.

A space next to each entrance door is dedicated to signage and branding. Landlord signage defines the unit number with a space alongside for individual occupier signage as a future installation. Fixing and power will be provided behind the cladding to support future signage.

A feature timber bay is replicated on the east facade facing Crockford Lane. This space provides an opportunity for Lindenwood signage for the whole building.

The rear elevations are treated simply with personnel doors and goods doors highlighted in a silver finish.

Proposed Design

Each individual unit is expressed with the form of the building. The entrance areas are defined with a timber facade and feature surround that includes an integral lighting detail.

The cycle storage hub is clad in a translucent profiled cladding to provide a secure enclosure. The cladding is light in appearance and when illuminated from within provides a distinct feature on the corner of the site. The curved facade provides an opportunity for signage.

Proposed Design

The principal cladding across the scheme is a profiled metal cladding. The profile is to be laid vertically with a small sinusoidal (rounded) profile. The material provides an industrial aesthetic and visually emphasises the form of the building and roof pitches.

The finish will be a dark slate grey. This creates a bold appearance which is softened by the introduction of other materials and features.

Timber cladding is used to contrast the dark metal profiled cladding. Timber provides a material that is visually warmer and compliments the strong lines of the cladding.

Acoya timber cladding is to be used. The material is natural but treated to be durable and suitable for use in a commercial environment.

The feature projecting detail surrounding the entrance glazing and timber is to be clad in a grey fibre cement cladding. The material provides a flat, matt finish that contrasts the profile and metallic finish of the main cladding. The material is robust and durable, and can easily be cut into varying panel sizes, providing a suitable solution to create the entrance detail.

Translucent cladding will be used to elevate the cycle storage hub. This will create a simple translucent white facade in the day and can be illuminated at night.

Proposed Design

Materials

Materials are selected for their suitability for use in a commercial environment but also for their aesthetic qualities and sustainable design opportunities.

Profiled metal cladding is specified for the main facade treatment. The material is highly versatile and visually will create a strong form. The material is fully recyclable and the specification will consider systems which have a high recycled material content. The material is easily demountable so can easily be maintained or reused once the life cycle of the building is complete.

Timber rainscreen cladding provides a contrast to the profiled metal cladding to define entrance areas.

Fibre cement provides a flat natural appearance which is used to form the projecting detail that surrounds the entrance elevations.

Translucent cladding is to be used to clad the cycle hub.

Proposed Design

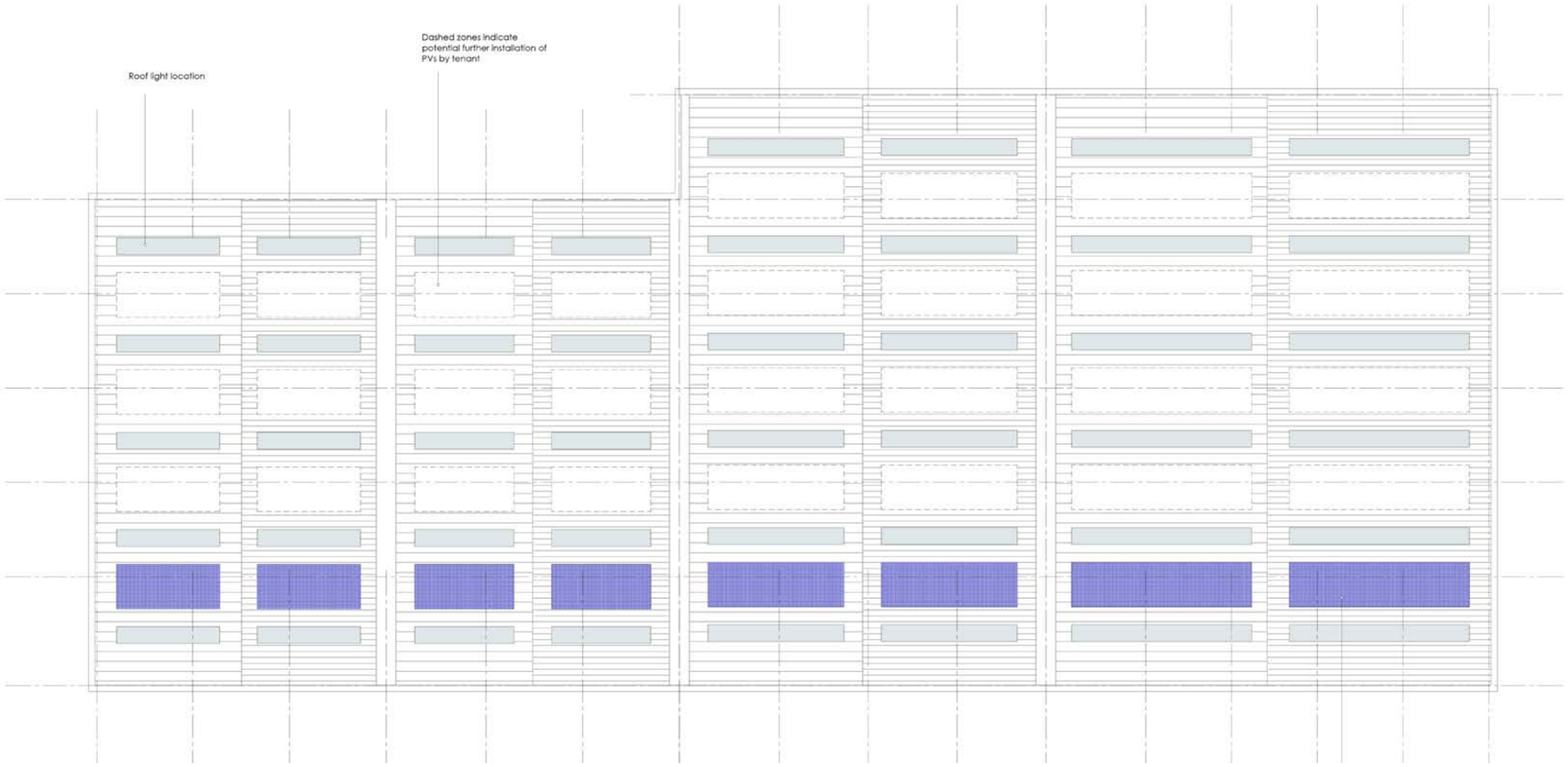
Roof Plan

The roof will be made up of a standing seam profiled deck in a silver finish. The profile of the roof will follow the pitch of the roof. An internal valley will be located between all units and along the perimeter. A low level parapet wall will run around the perimeter of the building. All rainwater goods will be internal and not visible on the outside of the building.

Access to the roof will be via a mobile lifting platform from the rear yard area. A fall arrest system will be in place for maintenance access.

The roof will include 10% of the area as rooflights to the workshop space. This will reduce the demand for artificial lighting and improve the quality of the internal space.

In addition to rooflights, solar pv panels will be included to assist with the energy demand of the office space. The roof is designed so that the remainder of the roof is capable of pv panels being introduced by the occupier to suit demand.



Sustainability

The integration of Hybrid units into Chineham Business Park supports the wider sustainability strategy by developing a greater mix of accommodation to support the existing business community. Collaboration between businesses across the business park is a key business model at the park, with The Exchange co working cafe at the heart of the site. Hybrid units provide a good opportunity to attract start ups and developing business to the park.

Proposed Targets

A wider initiative of Chineham Business Park is to create a whole park Net Zero Carbon development by 2050. The proposed scheme is designed to support this with increased thermal performance, renewable energy and efficient heating, cooling and ventilation systems.

The proposal is targeting a BREEAM rating of excellent in line with other properties in the business park.

The business park is part of a Fitwell accreditation scheme to improve the wellbeing environment for occupiers. This is supported by promoting active travel through improved cycle connectivity, inclusion of EV charging, and cycle storage and shower facilities in buildings.

A wider network of parkland and landscape amenity supports wellbeing by offering external recreation. The park also includes an onsite fitness gym and regularly promotes pop up events and fitness classes.

Proposed Initiatives

The design responds to these initiatives by including the following in the design:

- Improved thermal performance.
- Introduction of solar pv panels and rooflights to promote renewable energy and natural lighting.
- Provision of 8 EV charging spaces with infrastructure provision for a further 8 spaces to be installed at a later date.
- A dedicated secure cycle hub for 22 cycle spaces.
- Accessible showers, changing and locker facilities in each unit.
- Pedestrian connectivity to the wider green infrastructure of the park.

Carbon Reductions

The principal of a “fabric first” is followed for the design of the building. The thermal envelope will target improved u values to increase the thermal performance of the building and reduce the demand on mechanical heating and cooling. U-value targets will be in the region of a 30% improvement on building regulations to include:

Walls	0.12 - 0.15
Floors	0.10 - 0.12
Roof	0.10 - 0.12
Windows	1.0 - 1.2
Doors	1.2

The detailed design will also target an improved air tightness to ensure energy in the building is not lost through poor detail.

The inclusion of glazing is less than 40% of the facade. This sets a balance between adequate natural light and potential heat loss or gain caused by excessive glazing.

These passive measures will reduce energy demand and improve the efficiency of the building. The inclusion of pv panels as a renewable energy source will assist to create a carbon net zero approach to operation.

Material Selection

The materials selected to clad the building are selected for their aesthetic qualities and their effectiveness to reduce carbon.

The principal material is to be a profiled metal cladding. Although the embodied energy in the creation of the core material is relatively high, the industry is at the forefront of using recycled content in the production of metal cladding. Material will be sourced that can certify a good level of recycled content in production. The material is also demountable, allowing for reuse and recycle at the end of the building life cycle.

All timber is to be responsibly sourced and be 100% non toxic. Timber is also a material which is fully recyclable.

Reduced Waste

Targets to reduce waste will be implemented during the construction process.

This initiative will be carried through to the building design with actions to minimise wasted energy through the inclusion of smart meters, efficient BMS system, lighting controls and water management.

Conclusion

The proposal is designed to provide a new type of accommodation to Chineham Business Park which will support the ethos of a mixed use business community.

The proposal has been considered to create a development which recognises market demands, provides a high quality inclusion to the park, and promotes sustainability through design.

Most importantly the design provides a level of flexibility that is a direct response to the changing business environment and the evolving needs in the future for sustainable working.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CHINEHAM PARK
FRASERS PROPERTY
THE HARRIS PARTNERSHIP ARCHITECTS
2 St Johns North,
Wakefield, WF1 3QA
01924 291 800
www.harrispartnership.com
THE HARRIS PARTNERSHIP
vectordc