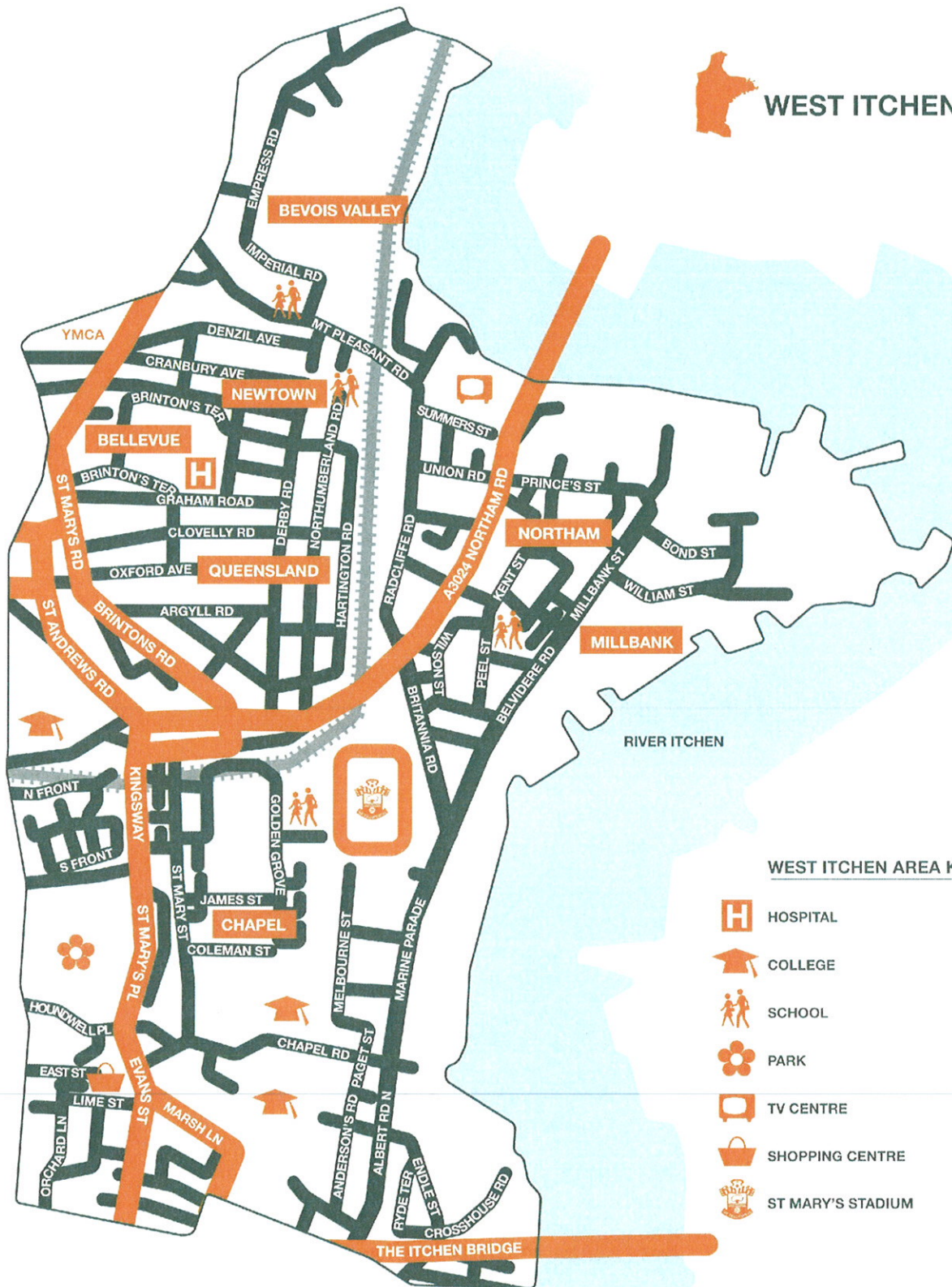











# WEST ITCHEN AREA



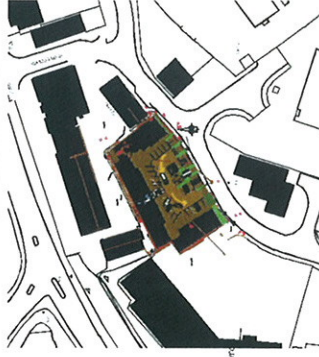
## WEST ITCHEN AREA KEY

-  HOSPITAL
-  COLLEGE
-  SCHOOL
-  PARK
-  TV CENTRE
-  SHOPPING CENTRE
-  ST MARY'S STADIUM

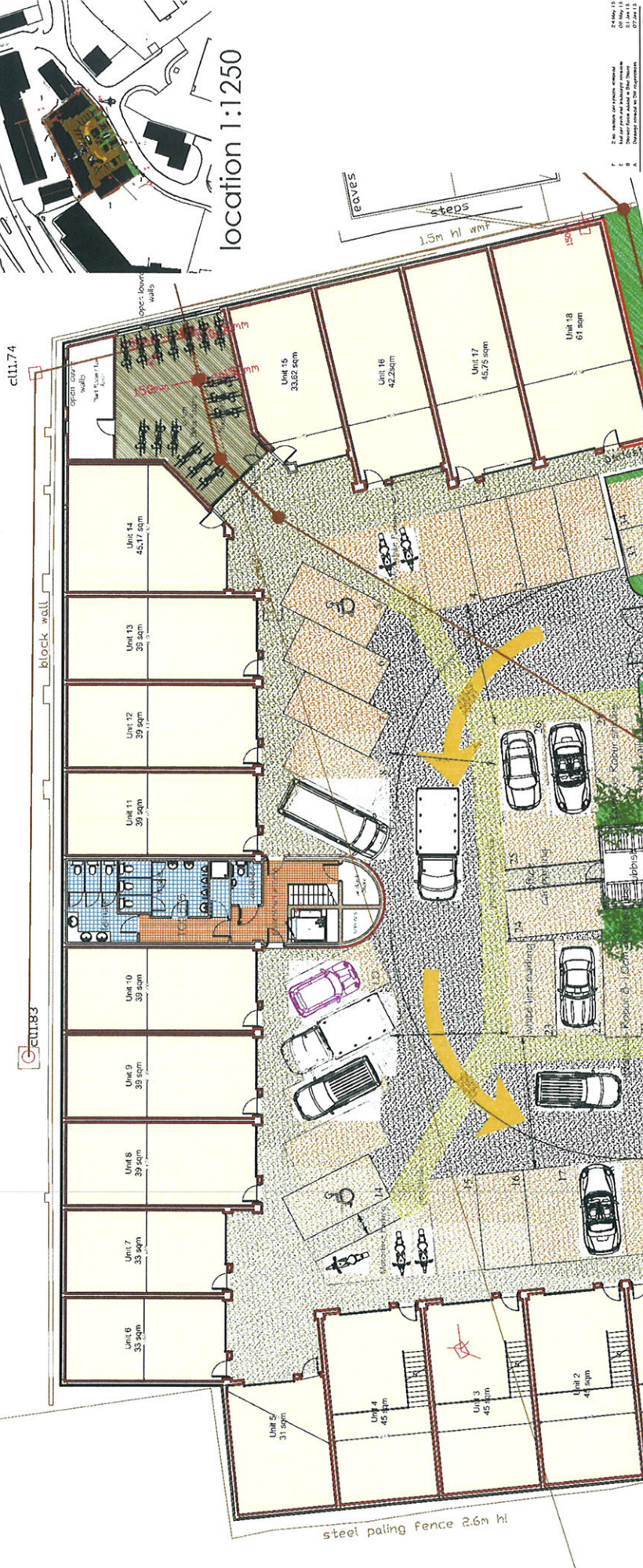


# Acorn Business Park Proposal

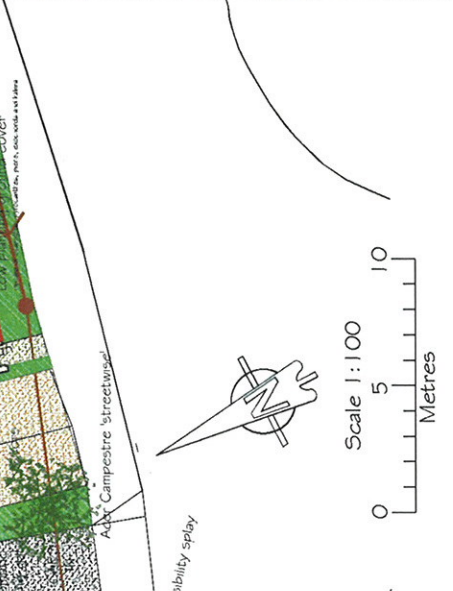
NOTES:  
1. All dimensions are given unless otherwise stated.  
2. All walls are shown unless otherwise stated.  
3. All dimensions are given unless otherwise stated.  
4. All dimensions are given unless otherwise stated.  
5. All dimensions are given unless otherwise stated.  
6. All dimensions are given unless otherwise stated.  
7. All dimensions are given unless otherwise stated.  
8. All dimensions are given unless otherwise stated.



location 1:1250



	<b>CHRIS EDMOND ASSOCIATES ARCHITECTS</b> INTERIOR DESIGNERS 1-3 Lyon Street Southampton Hampshire SO14 0LD Tel: 07330 837231 www.chrisedmondassociates.co.uk
Job Title	Proposed Enterprise Units
Client	Enterprise Road, Southampton
Client	West Itchen Community Trust
Drawing Title	Planning Application Proposed Site Layout Proposed Site Plan
Drawn: [Name]	Date: [Date]
Check: [Name]	Date: [Date]
Scale: 1:100	Sheet No: 132 of 132



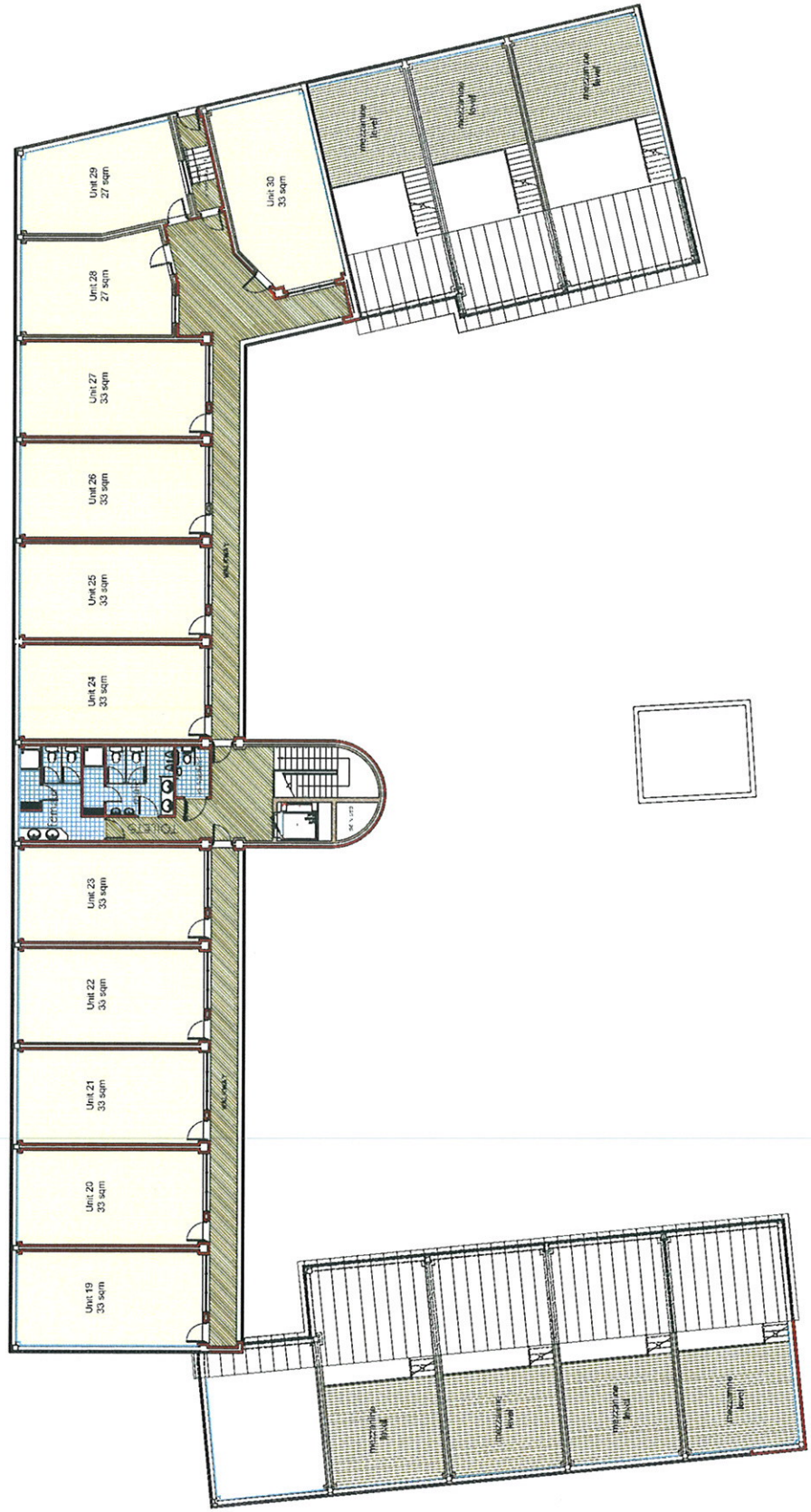
PROPOSED SITE PLAN - SCALE 1:100

Unit 1	45 sqm
Unit 2	45 sqm
Unit 3	45 sqm
Unit 4	45 sqm
Unit 5	31 sqm
Unit 6	33 sqm
Unit 7	33 sqm
Unit 8	39 sqm
Unit 9	39 sqm
Unit 10	39 sqm
Unit 11	39 sqm
Unit 12	39 sqm
Unit 13	39 sqm
Unit 14	45.17 sqm
Unit 15	30.52 sqm
Unit 16	42.24 sqm
Unit 17	45.75 sqm
Unit 18	61 sqm



# Acorn Business Park Proposal

NOTES:  
 1. This drawing is a preliminary proposal for the proposed development and is not to be used for any other purpose.  
 2. The proposed development is subject to planning permission and other necessary consents.  
 3. The proposed development is subject to the provisions of the relevant legislation.  
 4. The proposed development is subject to the provisions of the relevant legislation.  
 5. The proposed development is subject to the provisions of the relevant legislation.  
 6. The proposed development is subject to the provisions of the relevant legislation.  
 7. The proposed development is subject to the provisions of the relevant legislation.  
 8. The proposed development is subject to the provisions of the relevant legislation.  
 9. The proposed development is subject to the provisions of the relevant legislation.  
 10. The proposed development is subject to the provisions of the relevant legislation.



E Final Proposed Floor Plan  
 D Site Plan  
 A Drawing for Planning Application  
 Date: 15/01/2019  
 Drawn By: [Name]  
 Checked By: [Name]  
 Date: 15/01/2019

  
**CHRIS EDMOND ASSOCIATES**  
 ARCHITECTS  
 INTERIOR DESIGNERS  
 1-3 Lyon Street  
 Southampton  
 Hampshire SO14 0LD  
 Tel: 0703 309925 Fax: 0703 309927  
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 www.chrisedmond.co.uk

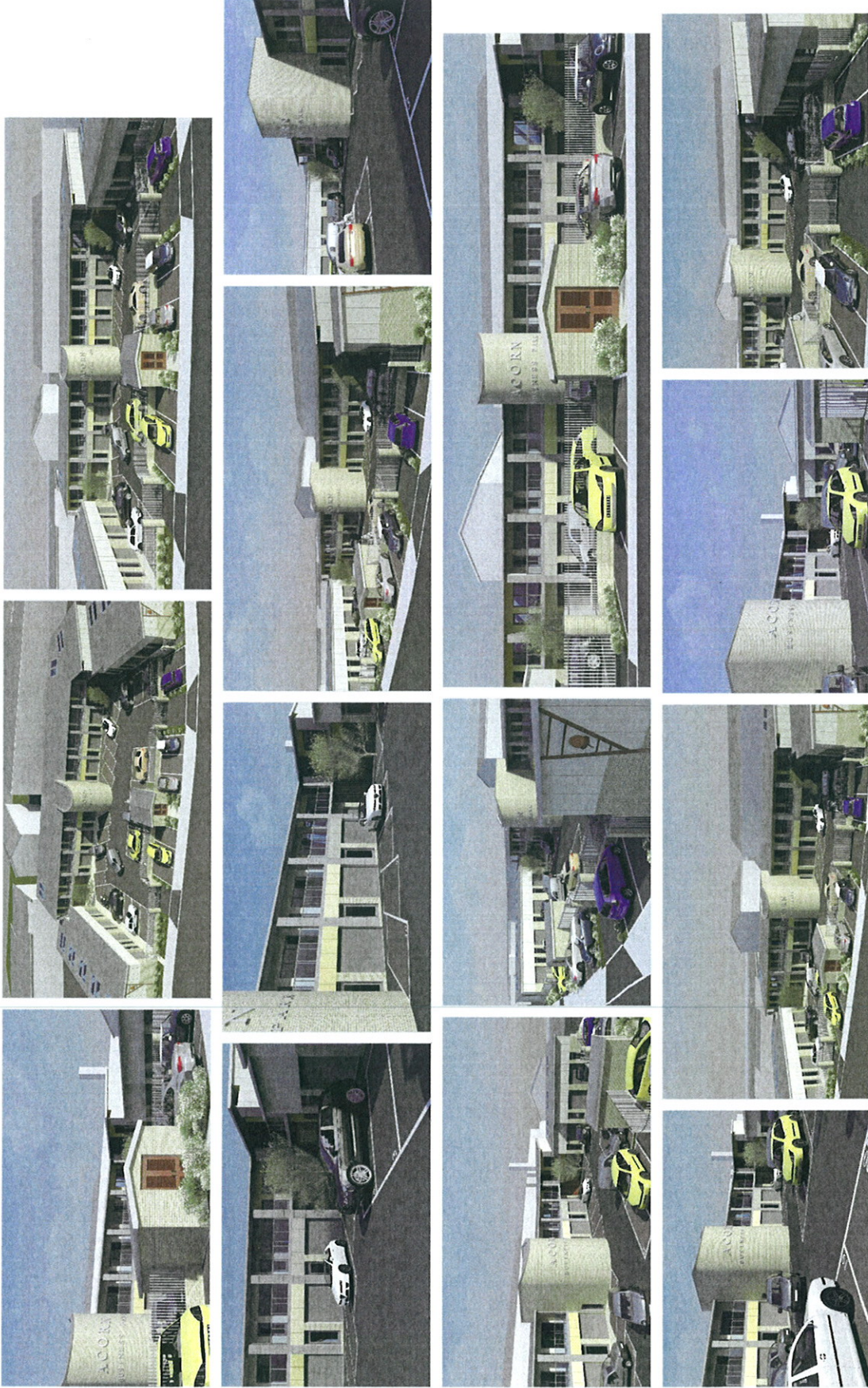
Client:	Proposed Enterprise Units Enterprise Road, Southampton
Client:	West Itchen Community Trust
Drawing Title:	Planning Application Proposed Floor Plan First Floor Plan
Drawn:	[Name]
Checked:	[Name]
Date:	15/01/2019
Scale:	1:100
Sheet No.:	31001
Of:	133
Scale:	1:100

PROPOSED FIRST FLOOR PLAN - SCALE 1:100



# Acorn Business Park Proposal

NOTES:  
 1. All images are computer generated and should not be used for any other purpose.  
 2. All images are for illustrative purposes only and do not represent any specific site or location.  
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A. 3D Image Number: 23 Jan 15  
 Page: 11/16 Date:

**CHRIS EDMOND ASSOCIATES ARCHITECTS INTERIOR DESIGNERS**  
 1-3 Lyon Street  
 Southampton  
 Hampshire SO14 0LD  
 Tel: 01703 602262 Fax: 01703 603227  
 www.chrisedmondarchitects.co.uk

**Client:** Proposed Enterprise Units  
 Empress Road, Southampton

**Client:** West Lichen Community Trust

**Drawing Title:** Planning Application  
 3D IMAGES  
 Preliminary 3D Images

Drawn:	EM	Checked:	EM
Date:	02/01/2015	Date:	02/01/2015
Job No:	31001	Obj No:	136
Rev:		Rev:	A

PROPOSED 3D IMAGES





31001  
Acorn Enterprise Centre

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# DESIGN and ACCESS STATEMENT

Planning Application for  
Proposed Industrial Units B1 (a-c)

at

ACORN ENTERPRISE CENTRE

for

West Itchen Community Trust



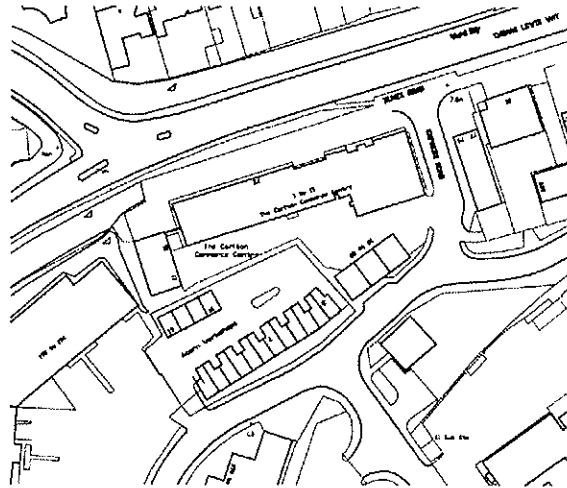
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Chris Edmond Associates  
1-3 Lyon Street  
Southampton  
SO18 3QD

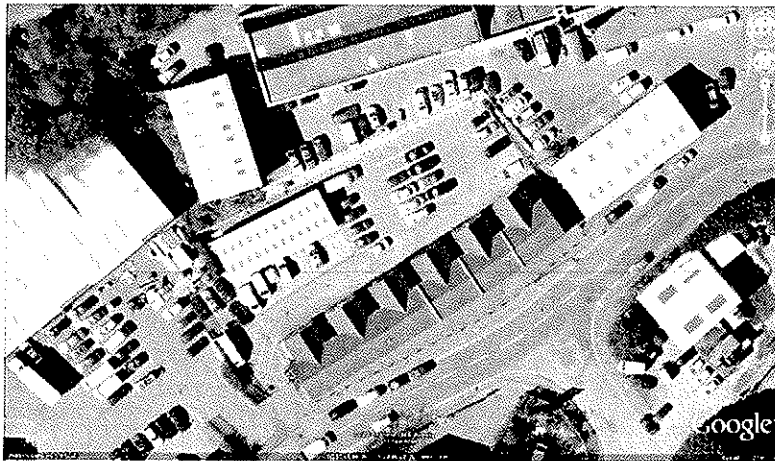
Tel:02380 228923

## 1.0 Introduction

- 1.1 West Itchen Community Trust Ltd are established to further the interests of the local community, including providing employment opportunities.
- 1.2 The Trust presently own and lease existing converted house units for start-up and small business concerns. The properties are not purpose designed and have less than 40% occupancy.
- 1.3 The properties, although built as terraced houses, are in an industrial area and inappropriate in their design. There is a rear purpose built industrial unit which is slightly newer.
- 1.4 The proposed is to demolish these existing properties and build a new Enterprise Park consisting of small industrial units with separate let office areas to the first floor B1(a-c).



Site Location Plan



Aerial View

## 2.0 The Site

- 2.1 The site consists of a row of former 2 storey block of twelve terraced properties which have been converted for B1 business use. There is a newer single storey Industrial Unit to the rear, which although newer will be redeveloped following decanting of present occupiers.
- 2.2 The properties are not in a good state of repair and are not inviting for occupants or visitors. Their residential form is totally inappropriate to the industrial area.
- 2.3 The site is served from Empress Road, which in turn links to Thomas Lewis Way, and out of the City. The site also adjoins Bevois Valley Road, linking directly to all parts of the city. The site is near to a main railway station and the area is frequented by large and small lorries which service the industrial community.
- 2.4 The site is surrounded by large and medium sized industrial units, mostly steel and panel construction.
- 2.5 There is a large car park at the rear. It is surrounded by retaining walls with surrounding development north of the site a storey higher.



Empress Road Frontage



Entrance to Site from Empress Road



Entrance to Site and End of Terrace



Site looking South to Vehicular Entrance  
new Industrial Unit West



Empress Road looking South



Front Entrance to Empress Road



Rear of Site looking North



Rear of Site Looking West



Car Park Looking South



End of Site North Rear



Typical Rear of Terraced Houses



Modern Building in the Area

2.6 A digitised survey has been carried out on the site.



Site Survey

2.6 The site area is 2090m<sup>2</sup>/ 0.21 hectare with a frontage of 63.5m and a depth of 35m. The site is generally rectangular in form with a side entrance shared with the adjoining commercial premises.

### 3.0 Proposals

3.1 The primary proposal is to provide leasehold small industrial units 35-60sqm of different sizes and for different uses under classification B2 light industrial.

3.2 The industrial units will have a pedestrian entrance and industrial roller shutter doors with services provided. There will be the facility in some units for a Mezzanine level for storage and/or administration area.

3.3 The first floor to be divided into small office areas served from an open balcony access from the central stairs and lift.

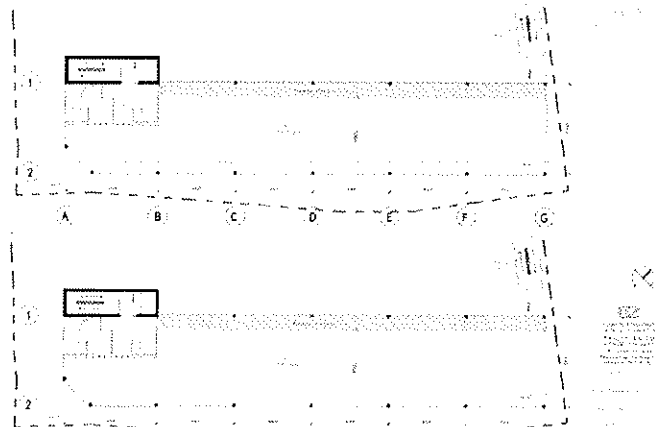
3.4 Toilets and showers are provided at a central point, with the lift giving direct access to all units, both floors. There is an enclosed cycle store.

3.5 The whole site is walled and/or fenced to give security at all times and with electronically secure gates.

3.6 A central bin storage area, with normal and recycle facilities, is provided centrally and away from the units, all close to the Public Highway for collection.

3.7 Several configurations were initially investigated, based around car access and parking.

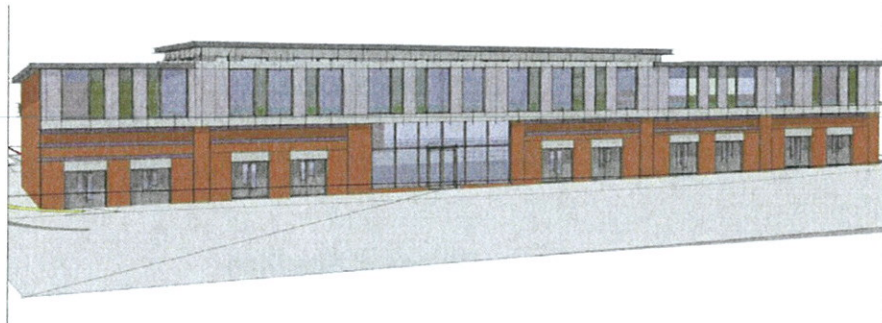
- Site access, as existing, with frontage development, and some rear development.  
This was dismissed as industrial units would directly face the street and be dual access by necessity. Car parking would be at the rear.



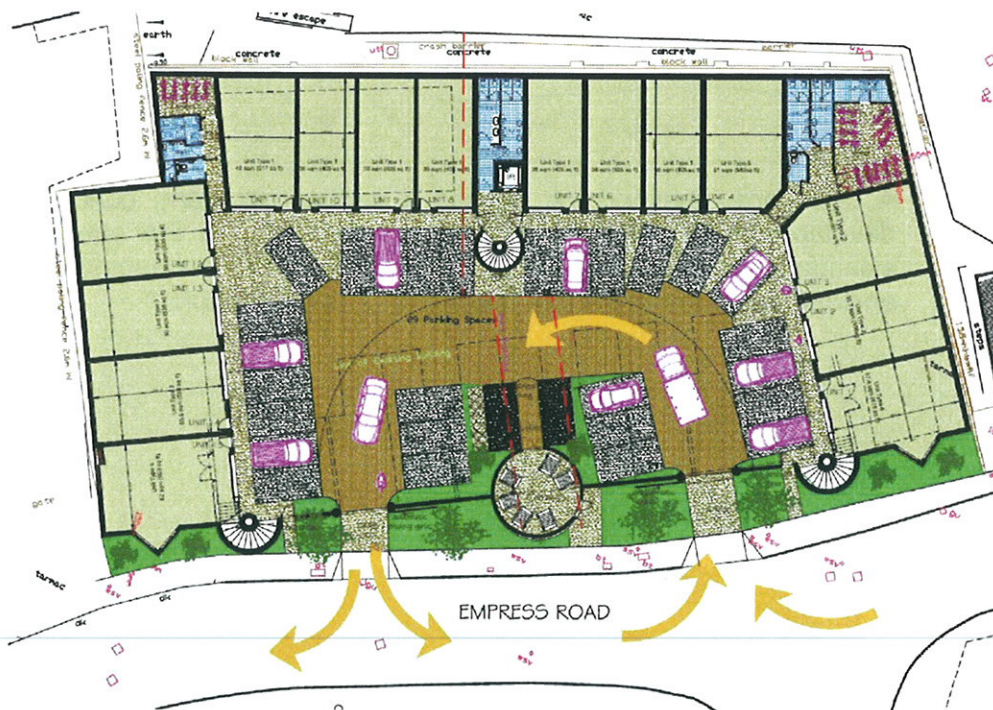
- Back to back development along the middle of the site. This is probably the cheapest form of development but splits the site into two car parking areas and makes central toilets difficult. This scheme was dismissed.



- A courtyard development, around a central car park, concentrating development to the rear of the site, and open to the street. The existing entrance would be blocked off and the development would enclose each end of the site making a 'U' configuration.



- 3.8 A primary consideration is vehicular access and car parking for users of the site.
- A central large access was considered but lost parking space and was opposite an existing entrance on Empress Road. Security would be easier.
  - A circular access and egress one way system was proposed. Each access point could have a secure sliding gate and parking would be easier and produce greater parking numbers.
  - The central part of the site would be used for rubbish collection and removal. The egress would not be located opposite the junction.
- 3.9 The courtyard option was adopted with one way vehicular movement and secure enclosed fencing.



Proposed Site Plan



- 3.10 The centre will have a feature protruding staircase, giving identity to the Enterprise Centre and central toilets.
- 3.11 Proposals include a bike store in the north east corner.
- 3.12 Pedestrian access is via secure gates, one on each side, and telephone entry system. There would be a postal pass period over the access code.
- 3.13 There is an open car park with one space fronting each unit. Visitors car spaces are located outside the secure area on the back edge of the pavement. There is a large supermarket car park near to the site and some on-road parking.

#### **4.0 PRE-APPLICATION RESPONSE**

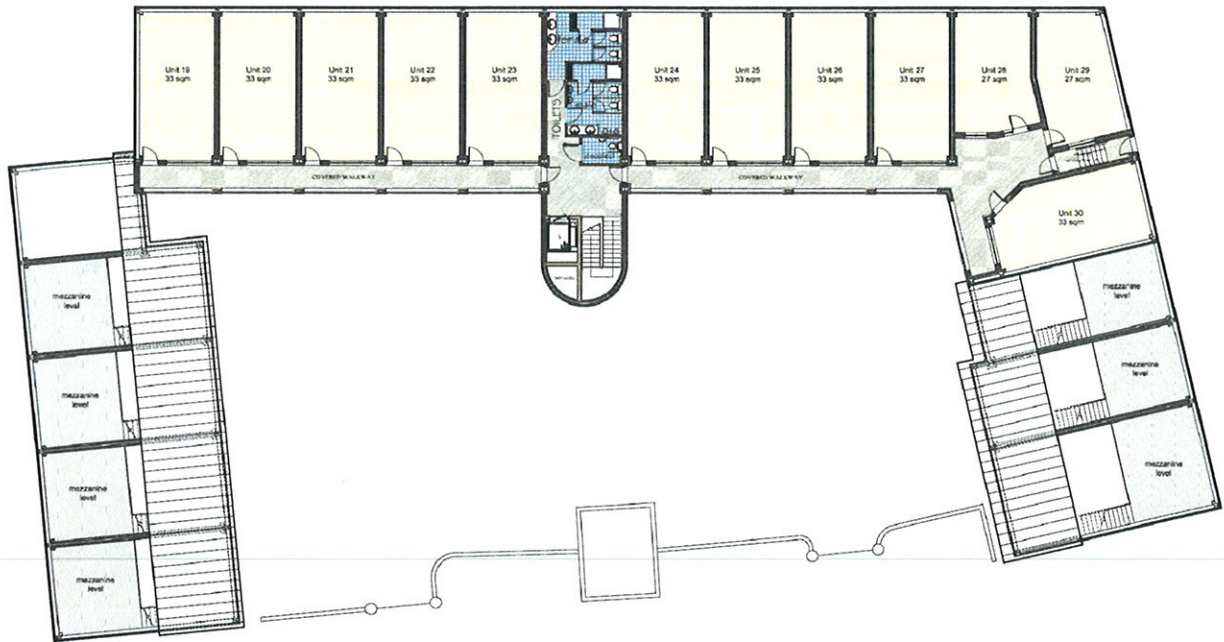
- 4.1 A favorable pre-application response ref: 11/01809/PREAP1, was received on 03 January 2012 following a meeting with the Case Officer on 13 December 2011.
  - The land is safe guarded for B1(b) and (c) under Policy RE1 11 of the Local Plan Review.
  - There is no principle Policy objection to the proposals.
  - The first floor can be supported as B1(a) use only.
  - The design was acceptable in terms of scale and design
  - Consideration to be given for frontage development. This was proved later to be unworkable. The 'U' shaped development was accepted.
  - Insufficient parking proposed especially visitors.  
Although this is a 'high accessibility' zone the car parking numbers have increased with visitors parking on the back edge of paving. 1 for 1 car parking preferred. Green Travel Plan required.
  - Sight lines should be considered at the egress point for vehicles.
  - Suggest centralizing toilet facilities and separate large bike store, more efficient use of space.
  - Transport proposals including trip rates
  - Flood Risk Assessment
  - Section 106 Contributions.

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**Final Proposals**



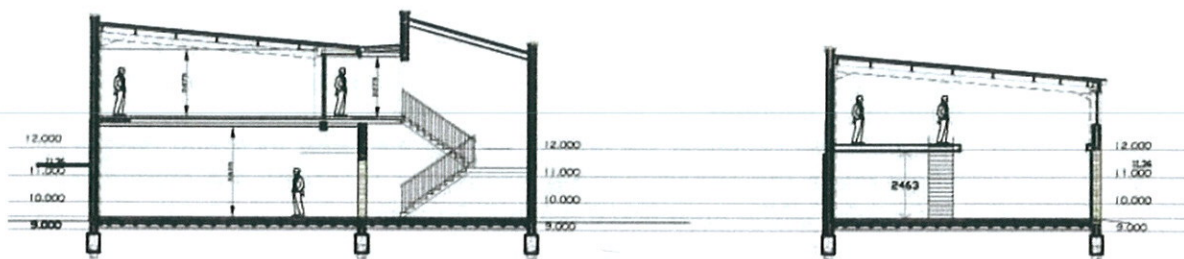
Front Elevation



First Floor Plan



Ground Floor Plan



Sections

#### 4.0 Planning Policy

The Planning Policies referred to are:

- PPS4 Planning for Sustainable Economic Growth
- Southampton City Council Core Strategy Development Plan (Jan 2010)
- City of Southampton Local Plan Review March 2006

4.1 Empress Road Industrial Estate is an area safeguarded for industry and warehousing B1, B2 and B8, as set out in REI 10 of the City of Southampton Local Plan Review.

4.2 Every opportunity needs to be given for providing development which would encourage employment opportunities in compliance with 4.6 for the Core Strategy and Policy EC2.1 of PPS4

#### PPS4 Policy CE2.1/d

4.3 The policy EC2.1/d *“seeks to make the most efficient and effective use of land, prioritizing previously developed land which is suitable for reuse”*

This is an existing but inappropriate commercial development, which is suitable for replacement with an increased number of units in a modern context.

#### Policy CE2.1

4.4 *“Change in employment patterns, business size and economic activity”*

all play a part in new light industrial development, modern in design, with flexibility in size of units and leasing arrangements for start-up businesses.

#### Policy CE10.2

4.5 The proposal complies with the planning of economic development in

- a. The accessibility of the proposal by a choice of means of transport including walking, cycling, public transport and the car, the effect on local traffic levels and congestion (especially to the trunk road network) after public transport and traffic management measures have been secured.*
- b. Whether the proposal secures a high quality and inclusive design which takes the opportunities available for improving the character and quality of the area and the way it functions.*
- c. The impact on economic and physical regeneration in the area including the impact on deprived areas and social inclusion objectives.*
- d. The impact on local employment.*

**Policy EC 18 Parking**

- 4.6 The proposals meet with local maximum car parking standards, with 1 space per industrial unit and visitor's spaces.

The site is defined as high accessibility and near to local buses in Bevois Valley, railway station at St. Denys and with good links to the City and the M27 motorway.

**Core Strategy**

- 4.7 CS13 Fundamentals of Design
- The design is a modern industrial units in keeping with other industrial units in the area.
  - The site is well connected to the rest of the City and motorway and therefore sustainable
  - The site has a walled an fenced perimeter, with a secure frontage gate for vehicles and pedestrians. The site is therefore designed to reduce the risk of crime.

4.8 **CS18 Transport**

The site is within a High Accessibility area, with an established access for lorries, directly linking to the M27, by Thomas Lewis Way, and to the rest of the City.

4.9 **CS19 Car and Cycle Parking**

Car parking to maximum standards

B1 – 1 space/ 45sqm

A2 - 1 space/ 20sqm

Secure bicycle parking to local standards

B1 – 1 space per 100m<sup>2</sup>

A2 - 1 space per 200m<sup>2</sup> and visitors loops

4.10 **CS20**

An Energy Report is attached to the Detail Planning Application.

4.11 **CS23 Flood Risk**

The site is on the edge of 'High Risk' Flood Zone. A Flood Report will form part of the Detailed Planning Application.

The proposal, and pedestrian access, will be above the predicted flood level with mitigating measures in case of flood.

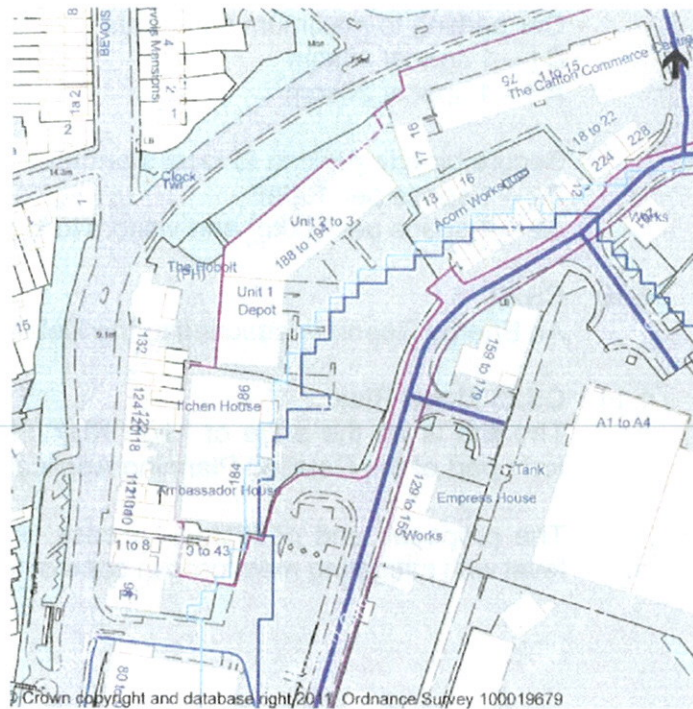


Flood Map

#### 4.12 CS 25 Section 106 Contribution

The Developer will meet reasonable infrastructure costs through a legal agreement.

Planning Policy Map  
showing Accessibility  
Zone Areas subject to  
Flood



## **5.0 Conclusion**

- 5.1 This is a fairly straightforward replacement of existing Industrial Units by new purpose built unit within and existing established Industrial and Warehouse area.
- 5.2 The Proposals meet with National and Local Policy.
- 5.3 New Development is flexible in size, to meet current demand for stat up business, within a modern Industrial Building design.

31001  
Acorn Enterprise Centre

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	Unit Rate	Cost £	% of Total	£/m <sup>2</sup> GIA
<b>Project Description</b>				1,217
<b>Project Location</b>				
<b>Contract Type</b>				
<b>Gleeds Office</b>				
<b>Gleeds Contact</b>				

The Construction of industrial unit development with office facilities, amenities area, staff welfare and associated external works including the demolition of existing buildings and car parking.

Empress Road, Southampton

Cost Plan Only

Southampton

Neil Rooker

0	<b><u>FACILITATING WORKS</u></b>	30,000	2.68	24.65
1	<b><u>SUBSTRUCTURE</u></b>	215,425	19.27	177.01
2	<b><u>SUPERSTRUCTURE</u></b>	487,168	43.58	400.30
3	<b><u>INTERNAL FINISHES</u></b>	32,555	2.91	26.75
4	<b><u>FITTINGS, FURNISHINGS AND EQUIPMENT</u></b>	2,300	0.21	1.89
5	<b><u>SERVICES</u></b>	191,735	17.15	157.55
8	<b><u>EXTERNAL WORKS</u></b>	158,710	14.20	130.41

<b>Total of Building Work</b>		<b>1,117,893</b>	<b>100.00</b>	<b>918.56</b>
Preliminaries	11.00%	122,968	11.00	101.04
<b>BUILDING WORKS (including Preliminaries)</b>		<b>1,240,861</b>	<b>111.00</b>	<b>1,019.61</b>
Overheads and Profits	4.00%	49,634	4.44	40.78
<b>TOTAL BUILDING WORKS ESTIMATE</b>		<b>1,290,495</b>	<b>115.44</b>	<b>1,060.39</b>
Risk Allowance/Contingency	1.55%	20,000	1.79	16.43
<b>COST LIMIT (excluding inflation)</b>		<b>1,310,495</b>	<b>117.23</b>	<b>1,076.82</b>
<b>Total</b>		<b>1,310,495</b>		



Theoretical Changes: Acorn Rateable Values

Existing Unit No	m <sup>2</sup>	RV	ERV/m <sup>2</sup>	ERV/m <sup>2</sup>	Rates Payable Based on Current Multiplier (assume Small Business @ 0.462p)	Proposed Unit No	m <sup>2</sup>	Assumed Rates Payable Based on Av ERV/m <sup>2</sup> (E67.58)
1	56.6	£3,650	64.49	£1,686	1	45.00	£3,041	
2	56.6	£3,650	64.49	£1,686	2	45.00	£3,041	
3	57.0	£3,700	64.91	£1,709	3	45.00	£3,041	
4	56.2	£3,650	64.95	£1,686	4	45.00	£3,041	
5	55.9	£3,600	64.40	£1,663	5	31.00	£2,095	
6	56.6	£3,650	64.49	£1,686	6	33.00	£2,230	
7	55.5	£3,600	64.86	£1,663	7	33.00	£2,230	
8	56.2	£3,650	64.95	£1,686	8	39.00	£2,636	
9	52.9	£3,400	64.27	£1,571	9	39.00	£2,636	
10	56.2	£3,650	64.95	£1,686	10	39.00	£2,636	
11	56.2	£3,650	64.95	£1,686	11	39.00	£2,636	
12	54.9	£3,550	64.67	£1,640	12	39.00	£2,636	
13	32.8	£3,000	91.46	£1,386	13	39.00	£2,636	
14	31.8	£3,050	95.91	£1,409	14	45.17	£3,053	
15	56.2	£3,000	53.38	£1,386	15	33.62	£2,272	
16	28.9	£3,000	103.84	£1,386	16	42.20	£2,852	
	<b>820.5</b>	<b>£55,450.00</b>		<b>£25,618</b>	17	45.75	£3,092	
					18	61.00	£4,123	
					19	33.00	£2,230	
					20	33.00	£2,230	
					21	33.00	£2,230	
					22	33.00	£2,230	
				£25,618	23	33.00	£2,230	
				£75,877.45	24	33.00	£2,230	
					25	33.00	£2,230	
					26	33.00	£2,230	
				£50,259.55	27	33.00	£2,230	
				196%	28	27.00	£1,825	
					29	27.00	£1,825	
					30	33.00	£2,230	
							<b>£75,877</b>	

**Av ERV/m<sup>2</sup> £67.58**

**SUMMARY**

Existing Rates Payable  
Proposed Rates Payable  
(assumes 100% unit contribution)

Theoretical Monetary Increase  
Theoretical % Increase

