

LAND AT OLDLANDS FARM

PHASE 2 - COMMERCIAL DEVELOPMENT

Design Statement
April 2018



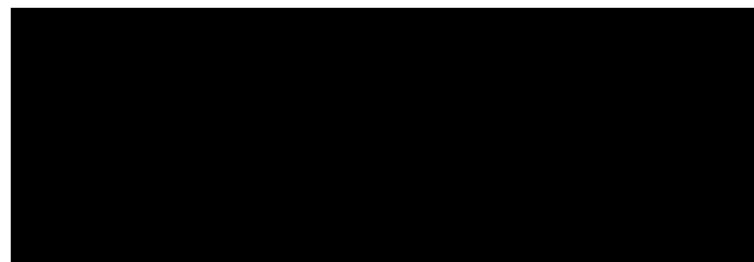
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Design Statement

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1.1 BACKGROUND

The original approval (Planning Ref: AL/58/OUT) for the development site at Oldlands Farm, Bognor Regis, West Sussex achieved approval for General Industrial development of B2 & B8 usage up to an area of 20,453 sq.m.

This design statement seeks to demonstrate how the revised design of 17,731m² (18,618m² including 5% mezzanine office area within each) aligns with the principles set out in the design code, Environmental Flood assessment and the outline planning application.

Both documents provide a comprehensive overview of the site and its strategic context as well as its immediate constraints and opportunities. This design statement therefore focuses on how the detailed design proposal has evolved from the approved B2/B8 masterplan whilst in keeping with its core principles and values.



Site Location

1.2 SITE CONTEXT OVERVIEW

The site covers 6.04ha and lies surrounded by open farmland to the north and east. It forms part of a cluster of light industrial and commercial uses around Oldlands Farm business park and Bognor Regis Retail Park further to the south.

Directly to the south of the site lies the recent Rolls Royce development which has provided a new 30,000sqm logistics facility as well as the proposed development of Oldlands Phase 1 which includes a bulky goods unit as well as a discounted food retail unit.

To the north the site is contained by the BNRR and to the East the site borders onto the Barnham/Bognor Regis railway line with open farmlands and Bognor Regis golf club beyond.



View onto the existing Rolls Royce development and the site with its existing trees towards its left as seen from the BNRR



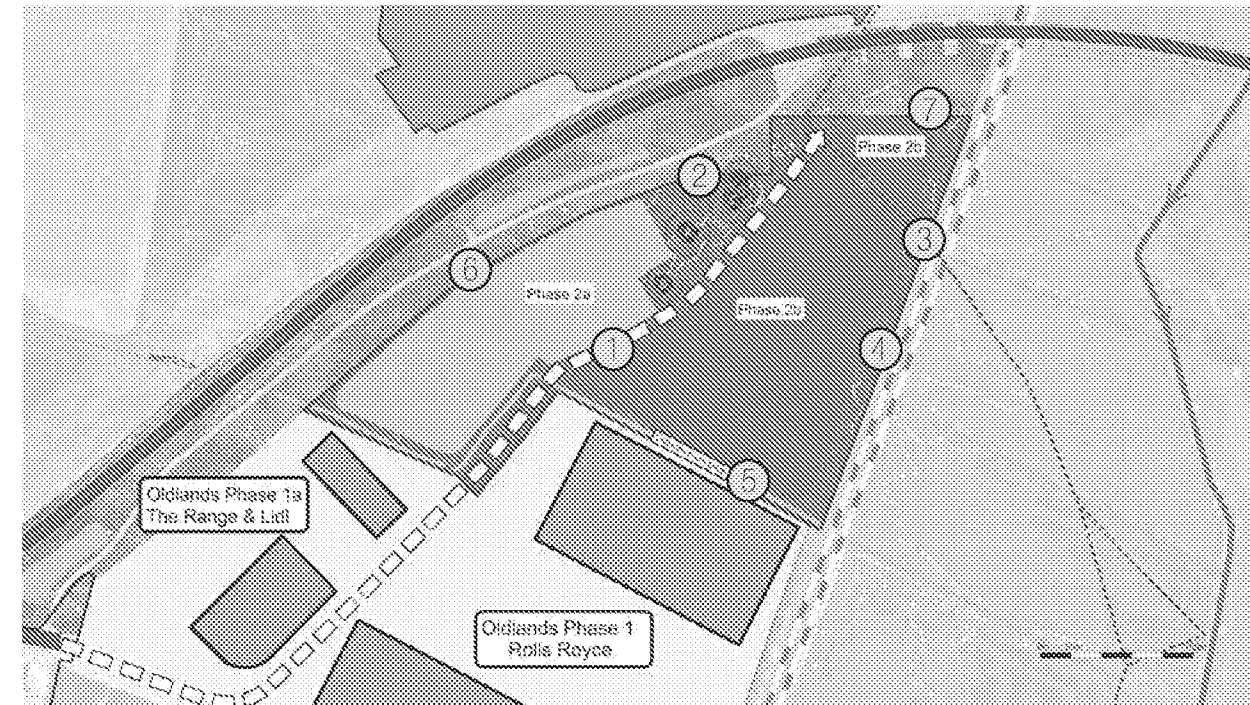
View onto the offices of the Rolls Royce development



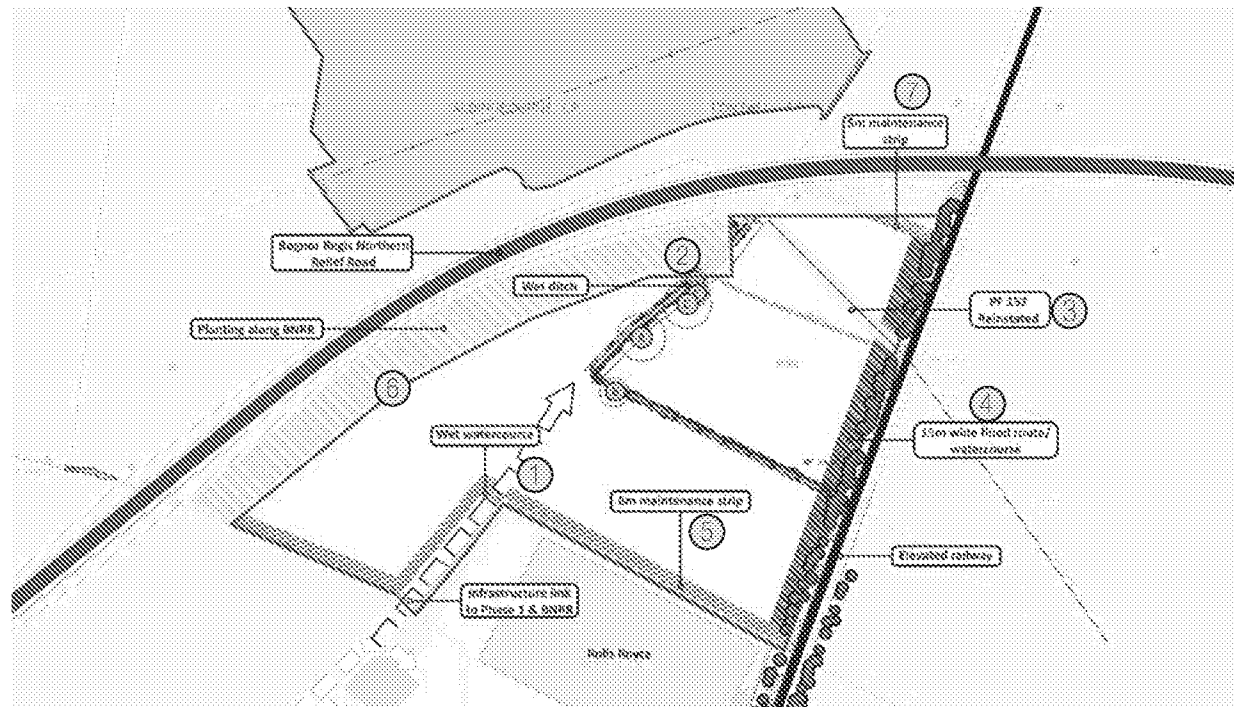
Aerial view of proposed Phase 1 development

The layout has evolved from the outline planning application's masterplan through simplification with fewer units and realigned spine road in order to maximise the potential of the site whilst maintaining the existing landscape features and optimising access to all units both for loading and parking.

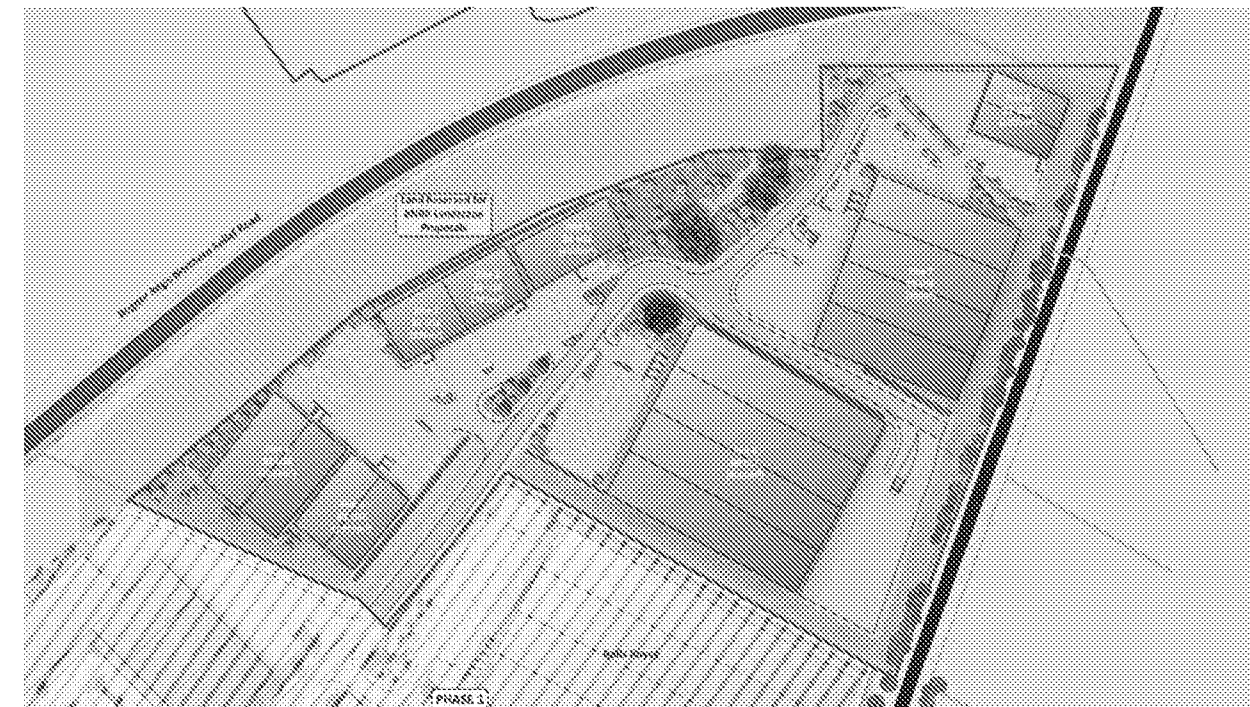
- 1 Main access road with cycle link
- 2 Existing mature trees retained
- 3 Reinstatement of Public Footpath 152
- 4 15m green corridor to railway line
- 5 8m maintenance strip to Oldland's ditch
- 6 4m buffer to eastern boundary
- 7 5m maintenance strip to ditch along northern boundary
- 8 Range of units of various sizes
- 9 Ancillary office use within the units facing towards public realm



General Access and Layout Plan as Illustrated in the Design Code



Constraint Plan as Illustrated in the Outline Planning Application



Indicative B2/B8 masterplan as illustrated in Outline Planning Application



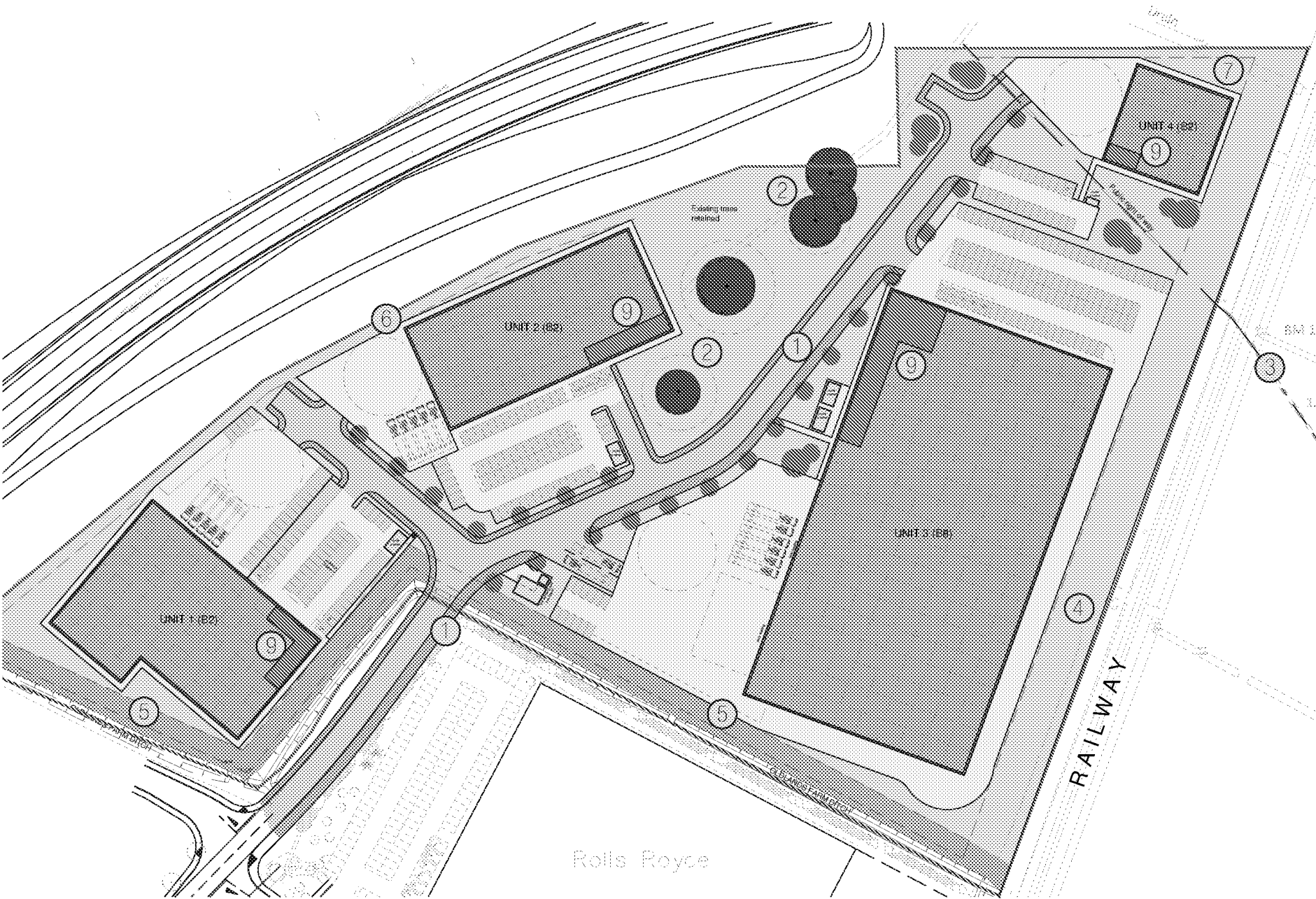
The proposed development includes units of a range of sizes suitable for a mixed use development of up to 17,731 sqm in the B2 and B8 use classes with ancillary offices. The proposed car parking is provided at the appropriate West Sussex County Council parking standards.

The individual units' floor areas are as follows:

	USE	Sq. mtrs	Sq. ft
Unit 1	B2	3,251sqm	34,993 sqft
Unit 2	B2	2,818sqm	30,333 sqft
Unit 3	B8	10,615sqm	114,259 sqft
Unit 4	B2	1,047sqm	11,270 sqft

Parking allocation is as follows:

	USE	SPACES	disabled
Unit 1	B2	81	of which 4 disabled
Unit 2	B2	70	of which 4 disabled
Unit 3	B8	106	of which 5 disabled
Unit 4	B2	26	of which 1 disabled



Proposed Site Layout with B2 and B8 use

1.4 DETAILED DESIGN

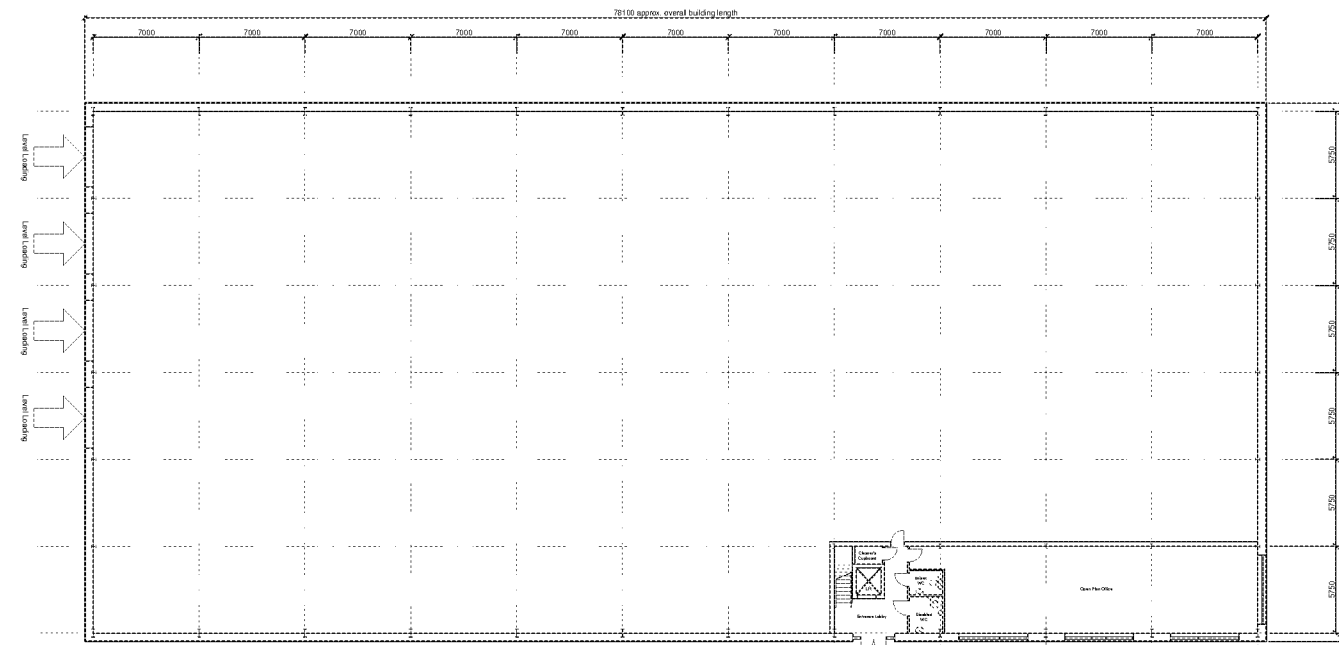
The detailed design of the individual units takes into consideration the principles set out in the approved design code.

The units are of a range of sizes which is reflected in the built form and massing. The roofs are low-pitched and in keeping with the existing Rolls Royce development, whilst adhering to the height parameters as described in the outline planning application. The B2 units maintain a maximum ridge height of 10m and the B8 unit has a maximum ridge height of 13.5m. The indicative sections show the resulting approximate haunch heights as 7m for the B2 units and 10m for the B8 unit.

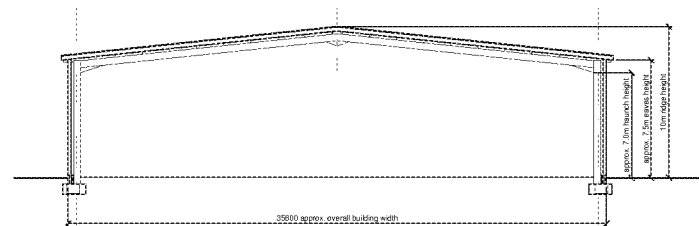
Each unit accommodates 10% office use with 5% at first floor level. The location of the offices as well as the loading docks of each unit are optimised within the development to ensure ease of movement and maximum accessibility whilst creating an attractive public realm and maximising active frontage in order to create an interesting and engaging street scene.

Careful consideration has been given to the placement of entrances to provide an attractive, legible environment as well as safe and easy access for staff and visitors from parking facilities.

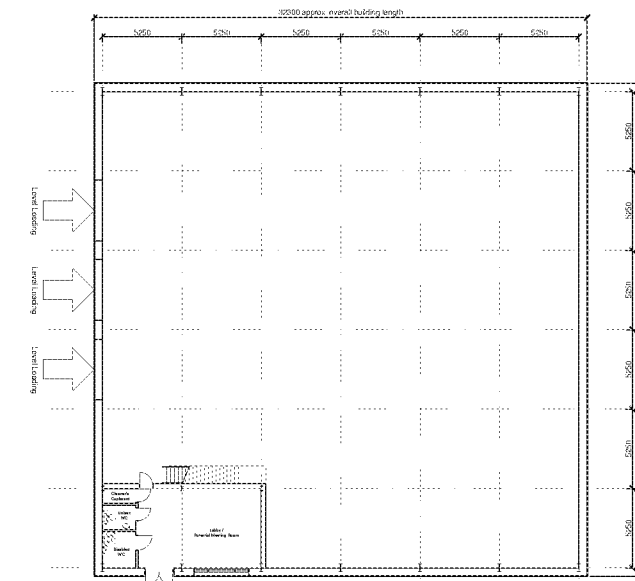
Please refer to the individual units' floorplans and office accommodation drawings for details.



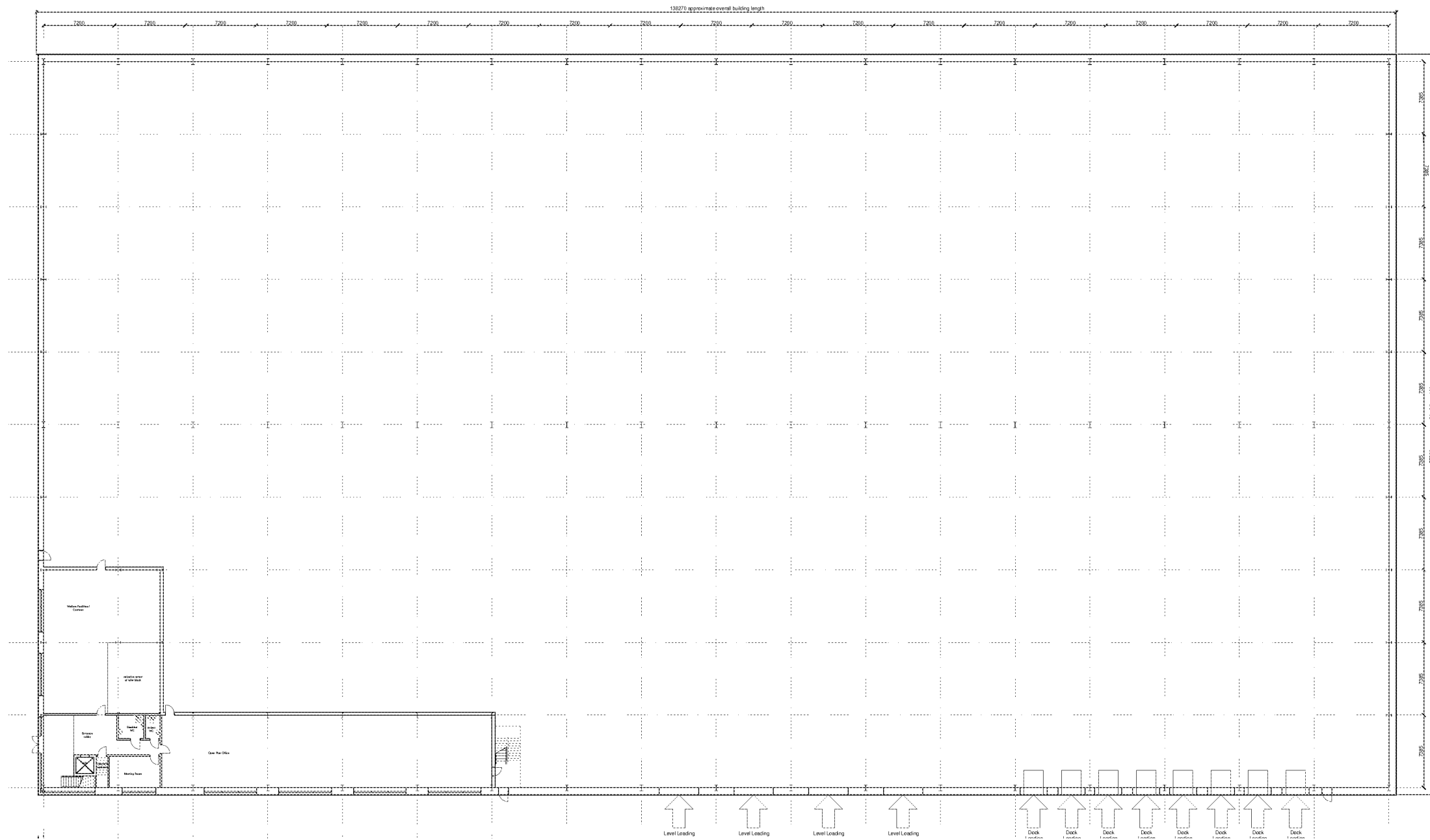
Unit 2 Floor Plans (scale 1:500)



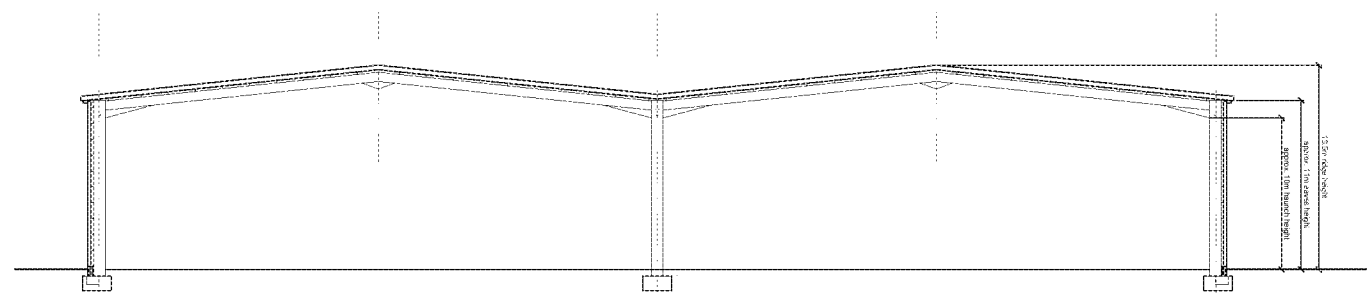
Unit 2 Indicative Section showing maximum 10m ridge height for B2 buildings (scale 1:500)



Unit 4 Floor Plans (scale 1:500)



Unit 3 Floor Plans with B8 use (scale 1:500)

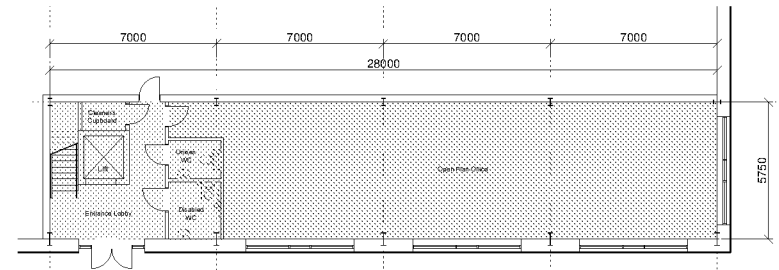


Unit 3 Indicative Section showing maximum 13.5m ridge height (scale 1:500)

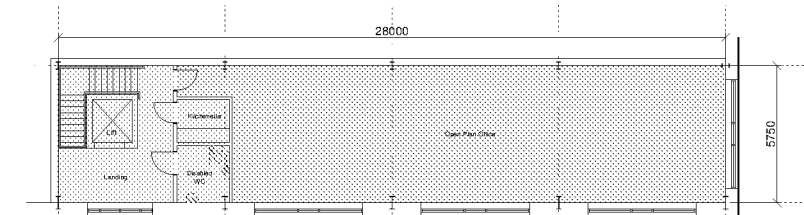
1.5 OFFICE ACCOMMODATION

The design of the offices within the individual units has been purposely left to a minimum in order to provide flexibility and keep the units adaptable to the needs of future occupiers.

The plans show indicative zones for circulation with entrance lobbies and a general arrangement of lift and stairs together with service areas that include toilet facilities and kitchenettes. The office areas are kept as open plan and can be sub-divided as needed by the occupier. The B8 unit also allows for extensive welfare facilities such as showers, canteen and rest rooms within the allocated office area.



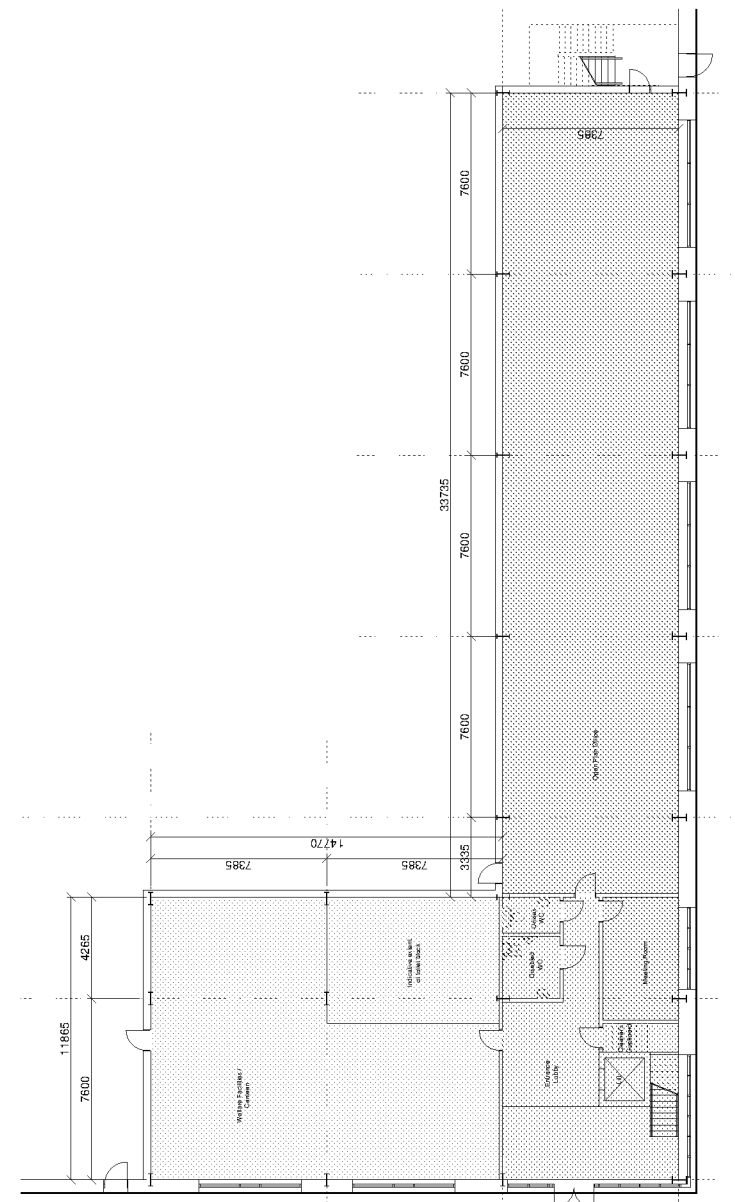
Unit 2 ground floor offices



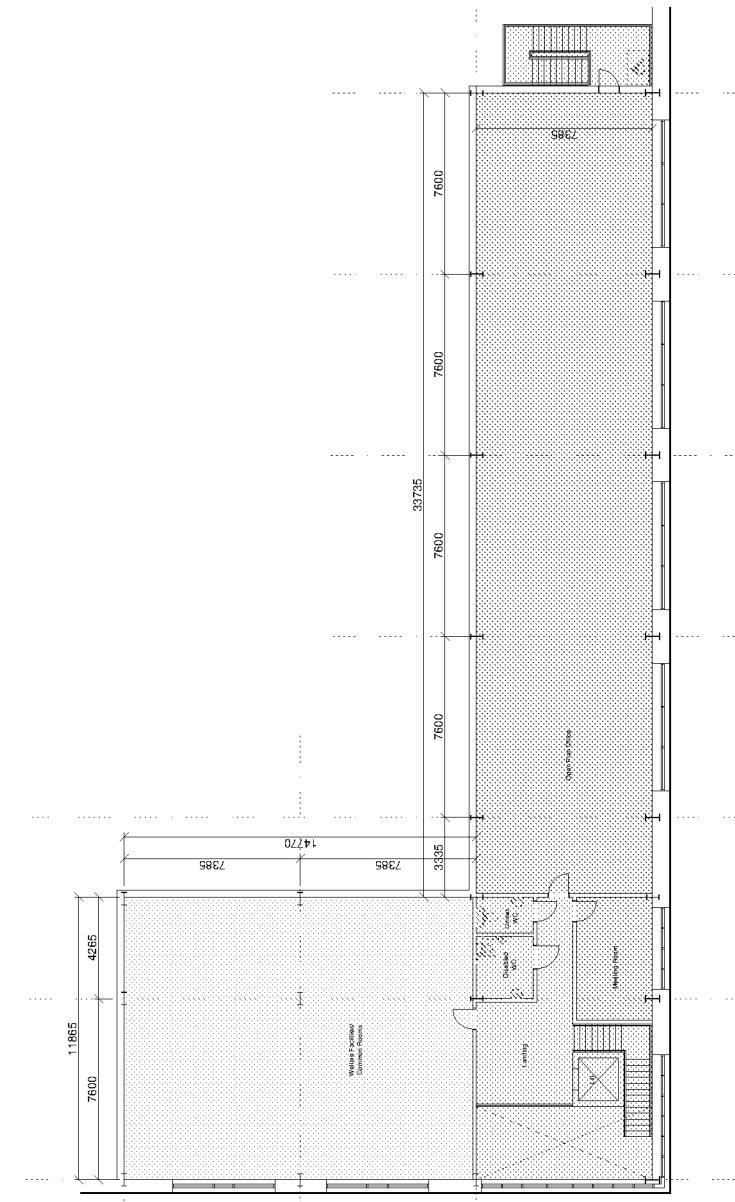
Unit 2 first floor offices

Legend:

-  Circulation areas
-  Office areas
-  Service/WC areas
-  Welfare facilities



Unit 3 ground floor offices and potential for welfare facilities



Unit 3 first floor offices and potential for welfare facilities

1.6 APPEARANCE

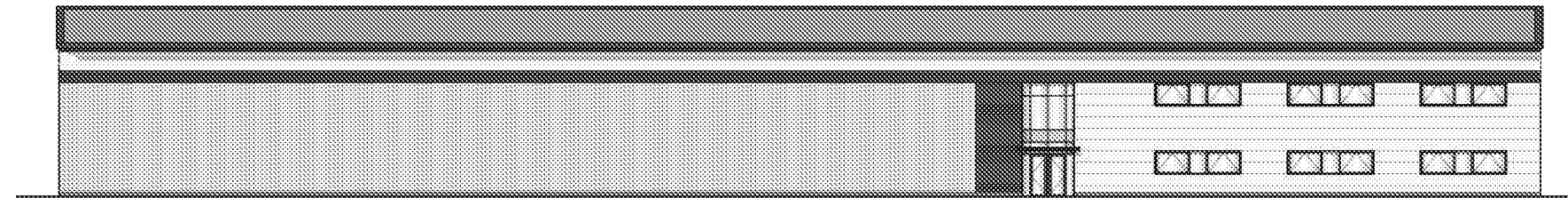
The design of the external facades of the units reflects the muted palette of the existing Rolls Royce development and provides a contemporary and modern environment that reinforces the vision for Oldlands Farm as an enjoyable, high quality place to work.

The proposed design takes up the principle of horizontal banding at high level with framing elements that, where possible, lead around the corner and address the public realm in a positive way in both directions. The contrast of the dark grey, vertical frames of profiled cladding and the lighter coloured, flat panelled cladding at the offices creates interest, helps to break down the mass of the buildings and improves legibility through clearly marking the access points to the units.

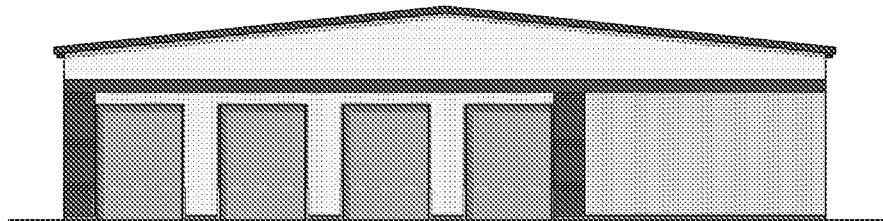
The use of different cladding profiles such as flat panels and trapezoidal profiles provides further contrast, and in combination with glazed elements and opening patterns create emphasis and rhythm along the facades.



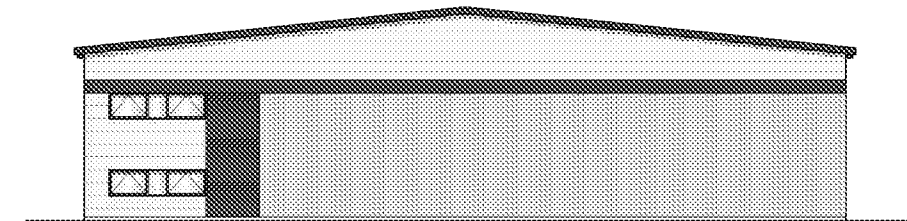
Corner treatment at the Rolls Royce development



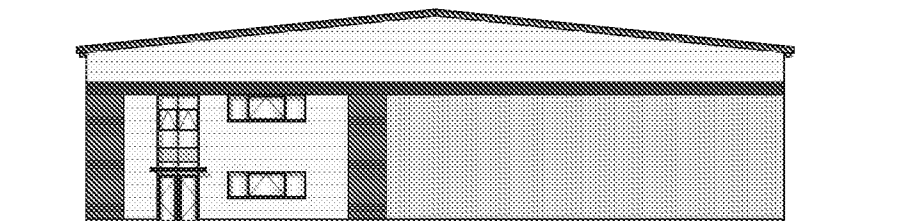
Unit 2 front elevation



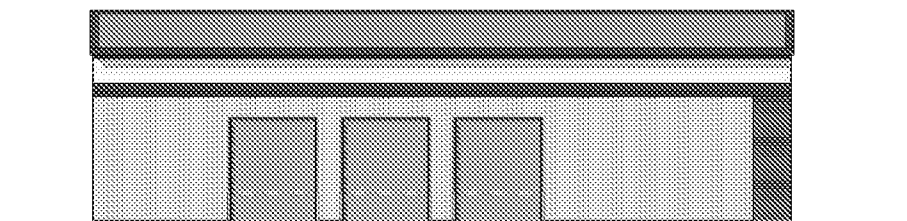
Unit 2 side elevation



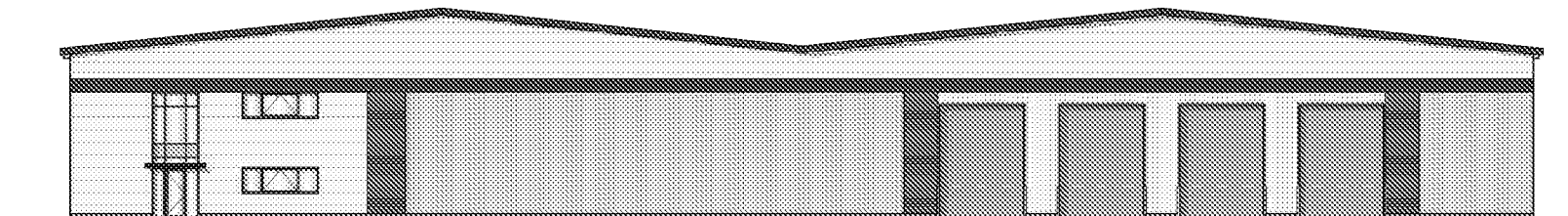
Unit 2 side elevation



Unit 4 front elevation



Unit 4 side elevation



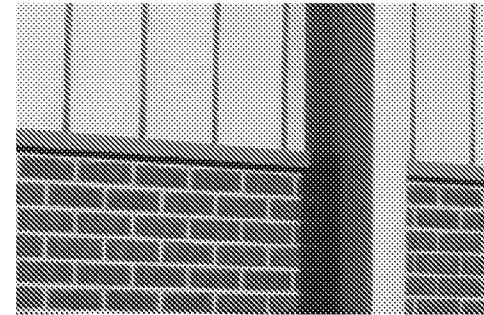
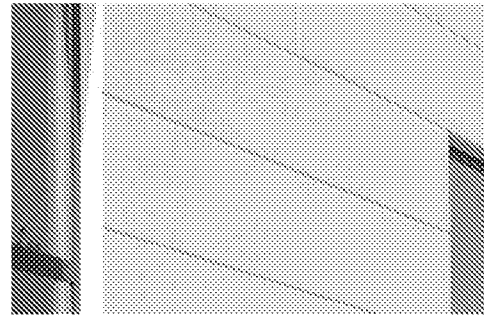
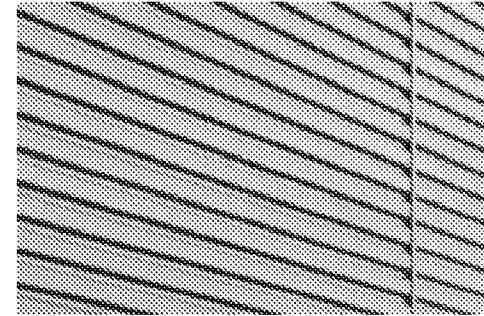
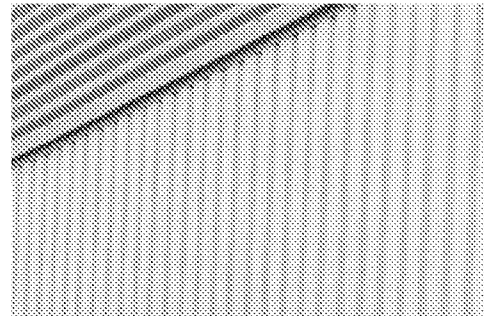
Unit 1 front elevation

1.6 APPEARANCE

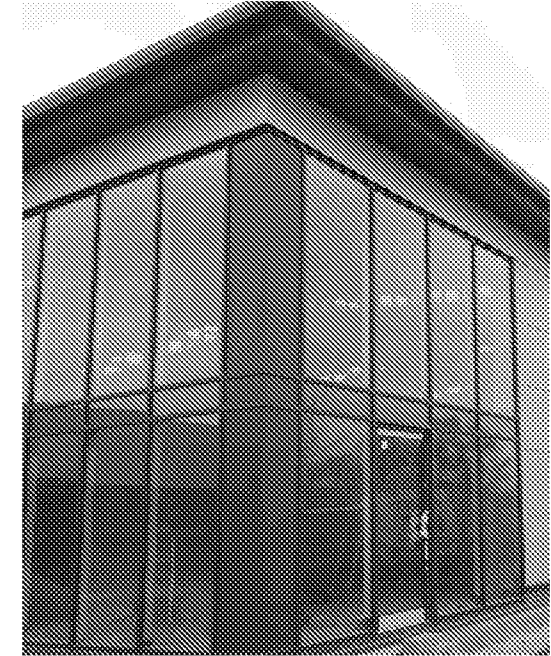
The architectural detailing is kept consistent throughout the development, thus establishing a common design language which is modern and timeless. All materials are will be durable with good quality coating to ensure a long lifetime and low maintenance.

The proposed cladding finishes include a variety of profiled insulated wall panel systems over a blue-grey engineering brick plinth. The different finishes include flat architectural panels as well as trapezoidal and box profiles.

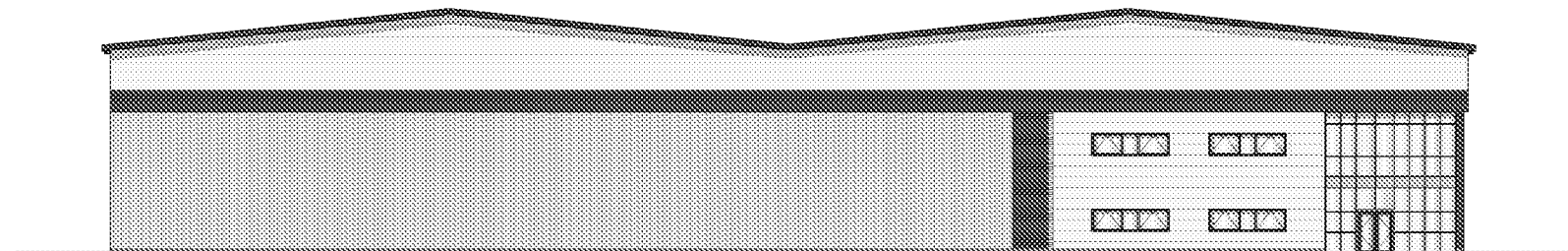
The glassed areas and entrances are proposed as crisp curtain wall systems with simple canopies that complement the muted palette and contribute to the feel of a high quality environment.



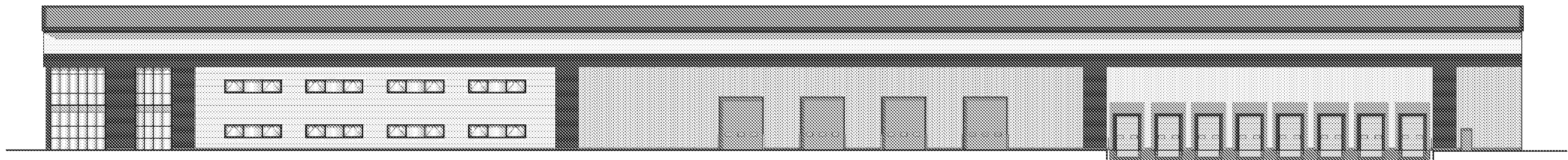
Use of vertical and horizontal cladding as well as brick plinth



Glazed corner treatment around main entrance



Unit 3 side elevation with office entrance



Unit 3 front elevation

1.7 SPATIAL IMPRESSION



