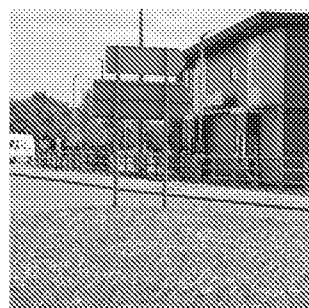
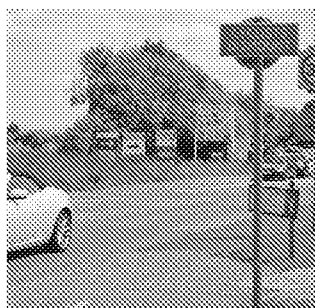


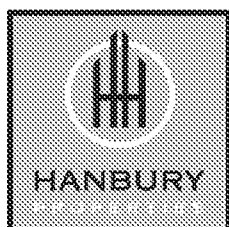
Oldlands Farm Business Park - Phase 2

Outline Planning Application For Up To 20,453m² Mixed B2/B8 Uses



Design & Access Statement
May 2015

DLA.1643.DAS.RPT.02



Davies
Landscape
Architects

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This document has been produced on behalf of Hanbury Properties by Davies Landscape Architects for the sole purpose of planning for the project below:

Document Title: Design & Access Statement, Oldlands Farm Phase 2, Bognor Regis

Document Reference: DLA.1643.DAS.RPT.02

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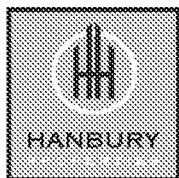
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1. The Design Team



Client: Hanbury Properties Limited



Masterplanners/Landscape Architects: Davies Landscape Architects

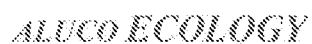


Planning Consultant: Luken Beck



Hydrology and Flood Risk Assessment: MJA Consulting

Highways: MJA Consulting



Ecologist: Aluco Ecology

Archaeology: ArcDas

2. Introduction

2.1. Purpose of Statement & Nature of Planning Application

- 2.1.1. This Design and Access Statement (DAS) has been prepared to accompany a outline planning application for the development of up to 20,453m² B2 and B8 employment uses on land to the northeast of Oldlands Farm Business Park which lies on the northern edge of Bognor Regis, West Sussex.
- 2.1.2. The application is being made on behalf of the developers, Hanbury Properties Ltd, who also submitted the Phase 1 outline planning application at Oldlands Farm and is now underway with the Rolls Royce development.
- 2.1.3. The proposed development at Oldlands Farm comprises a 6.04ha development site and 5.76 ha flood compensation area to the north of the Bognor Northern Relief Road (BNRR) also under construction.

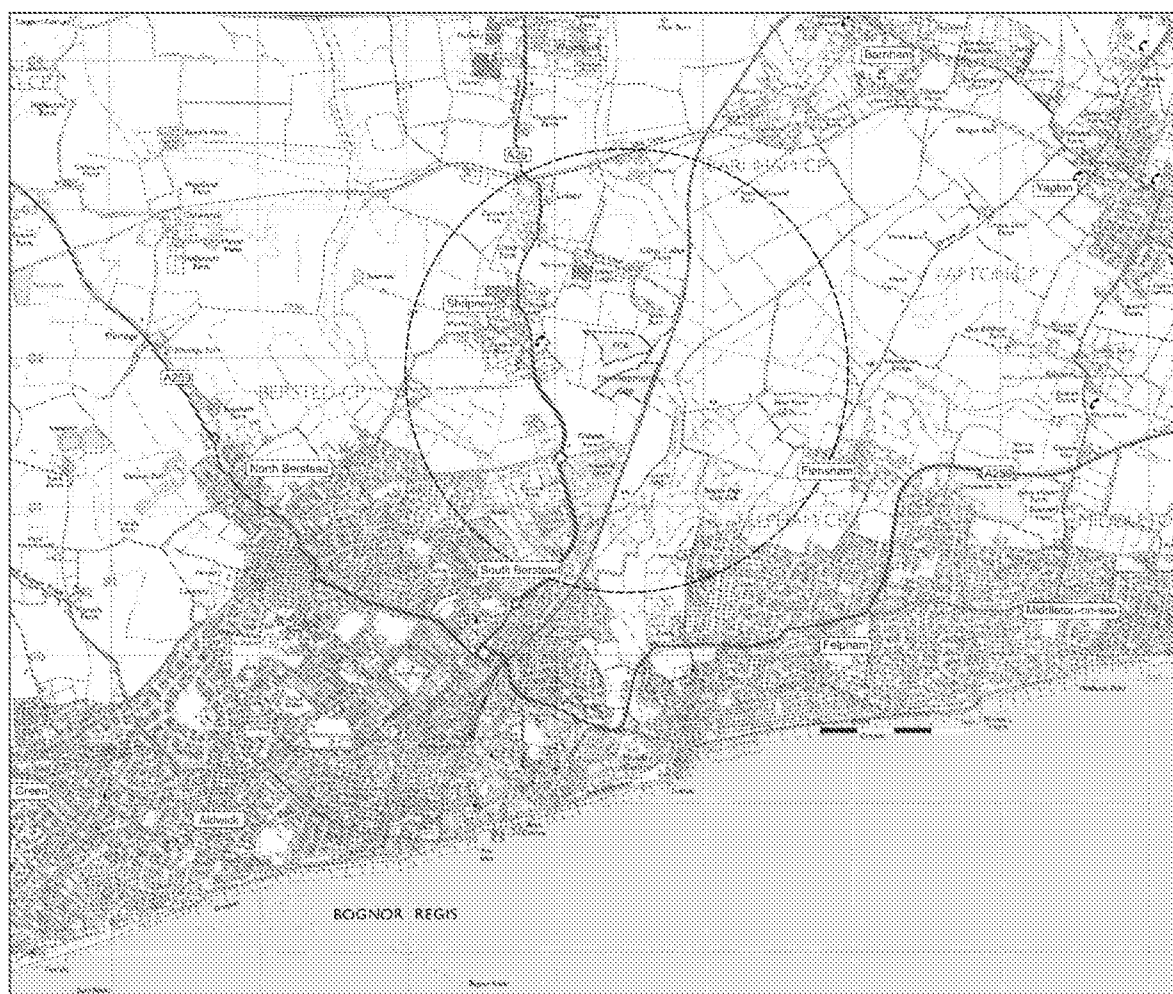


Figure 1 - Location Plan

2.1.4. The Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2013 - Article 4 - 2013 No. 1238 sets out the information which Design & Access Statements Require. In accordance with this information this DAS sets out to:

- Provide a narrative of the design concepts and principles;
- Illustrate how design has responded to the various site and context appraisals;
- Describe how policy relating to access and design has been included;
- Summarise the consultation process to date and how it has influenced the final layout; and
- Provide an explanation as to how site specific issues have been addressed.

2.1.5. The following Planning Practice Guidance Notes (replacing the 'Guidance of information requirements and validation') have been used in reference:

- 'Before submitting and application';
- 'Design';
- 'Validation (Paragraph: 029) Reference ID: 14-029-20140306)';
- 'Natural Environment'; and
- 'Open space, sports and recreation facilities, public rights of way and local green space'.

2.1.6. The Oldlands Farm Phase 1 proposals promoted by Hanbury Properties has facilitated the new Technology and Logistics Centre for Rolls Royce, due to open in 2016. Employing around 200 people, it is a significant boost for the Enterprise Bognor Initiative and will encourage other companies into the area.

2.1.7. Hanbury Properties have experienced a tangible growth in the number of enquiries for industrial premises (B2/B8) for companies wishing to relocate or expand in the area to take advantage of the BNRR. Most of the Oldlands Farm Phase 1 land identified for B2 and B8 landuses has been taken up by Rolls Royce to the south of the access road. The high profile 'front end' of the business park nearest the A29 roundabout is identified as a Business hub for a range of use classes including A1, A3, A4 A5, Sui Generis B1(a, b, c) with more limited B2/B8 uses because of its high profile location.

2.1.8. Hanbury Properties want to build on the success of attracting Rolls Royce to

¹ Hardisty Jones independent assessment of direct employment potential arising from the proposed B2/B8 development at Oldlands Farm.

2.2. Report Content & Structure

2.2.1. This Design and Access Statement:

- Provides a summary of the site's immediate and wider context in terms of its physical, social and economic characteristics and relevant planning policy and guidance;
- States the main characteristics of the site and its surrounding context which have informed the rationale behind the design and layout of the proposals;
- Explains and illustrate the design principles and concepts in terms of the development's:
 - Use* - an explanation of what buildings and spaces will be used for;
 - Amount of development* - the quantity of development on site, number of units and floor space, how the development complies with the principles of sustainability and energy conservation;
 - Layout* - how the buildings, private and public spaces are to be arranged on site and their relationship;
 - Scale* - how large the buildings and spaces will be in terms of their height, width and length;
 - Appearance* - details of materials and architectural details;
 - Landscaping* - an explanation of the treatment of both hard and soft landscaping.
- Gives a summary of the users of the site who will access the development from the existing transport network and why the main access and layout of routes have been chosen, including how these relate to public transport provision, access for emergency services and inclusive access; and
- Demonstrates how the development will meet the local authority's planning and urban design objectives.

3. Context

3.1. Strategic Context

- 3.1.1. Oldlands Farm Business Park is located in a prime position on the northern edge of the Bognor Regis built up area. It lies adjacent to the northeast of the A29 Shripney Road/Rowan Way roundabout, and south of the Northern Relief Road in Bognor Regis, which is currently under construction and due to open in late 2015.
- 3.1.2. Rolls Royce Technology and Logistics Centre which lies to the south is due to open in early 2016.
- 3.1.3. The site has good links into Bognor Regis town which is 2.3 kilometres to the south via the A29, and will be linked directly to Felpham in the east and North Bersted in the west by the construction of the A259/BNRR.
- 3.1.4. The proposed site is totally within the applicants ownership and is deliverable in the short term as the Phase 1 infrastructure will already be in place.
- 3.1.5. It is included within the settlement of Bognor Regis as defined by the Council through Policy GEN 2 in the Local Plan 2003. The Oldlands Farm site straddles two policy areas in the 2003 Local Plan namely Policy Site 5 and Site 6. Site 5 (11.2ha) allocates land at Oldlands Farm as a 'Commercial' area, whilst Site 6 (11.25ha) is reserve land for future employment development adjacent to the railway for a business park.
- 3.1.6. In the Emerging Draft Local Plan 2011-2031, the whole of Oldlands Farm site including that application site is contained within the enterprise @ Bognor Regis zone; identified as Site Number 3 within the Strategic Employment Land Allocation.
- 3.1.7. Guidelines for its development are:
- Consider the importance of the site in relation to birds and wildlife;
 - Ensure a high standard of design and landscaping to maximise the 'gateway' location of the site; and
 - Provide suitable screening to protect the amenity of existing residents and views from the South Downs National Park.
- 3.1.8. Oldlands Farm represents a significant component of the supply of employment land in Arun, some 77% of total currently identified supply.
- 3.1.9. The development proposals will strengthen Arun's economic base and provide local job opportunities. It is required to serve businesses wishing to expand that

are unable to find sites in the Bognor Regis area. The scheme has been designed to deliver B2 and B8 employment uses in buildings of a whole range of sizes, and is particularly suitable for the following reasons:

- It is already allocated for employment use;
- It is contained within the enterprise@BognorRegis zone;
- It is located adjacent to existing industrial and commercial uses on the northern fringes of Bognor Regis;
- It is B-class employment uses;
- The land has no other useful function in the future, being isolated from remaining parcels of farmland;
- It will benefit from easy access to infrastructure and services already being provided to serve Oldlands Farm Phase 1;
- It is of a scale and nature that would not generate levels of traffic that cannot be accommodated on the existing and proposed highway infrastructure;
- It will attract employers to the area encouraged by the relocation of Rolls Royce to Oldlands; and
- Has easy access to the existing main transport network that includes:
 - *The A29 Shripney Road - a north/south link from Bognor Regis to Shripney;*
 - *The railway line from Barnham to Bognor Regis providing links to Portsmouth, Southampton and Brighton; and*
 - *The proposed A259/BNRR in Bognor Regis from Bersted to Felpham.*



Figure 3 - Local Plan 2003 Map

	Application Boundary		Strategic & Local Gaps - Policy 10 & 12		Land to the North of Ebersted, Bognor Regis & Felpham - Policy Site 5 & 6
	Safeguarding the Main Road Network - Policy Dev 15		Conservation Area		Reserve Employment
	Proposed Open Spaces		Housing Policy Sites		Bognor Regis Relief Road Area of Investigation/Road Realignment
	Existing Open Spaces & Allotments		Employment Site		

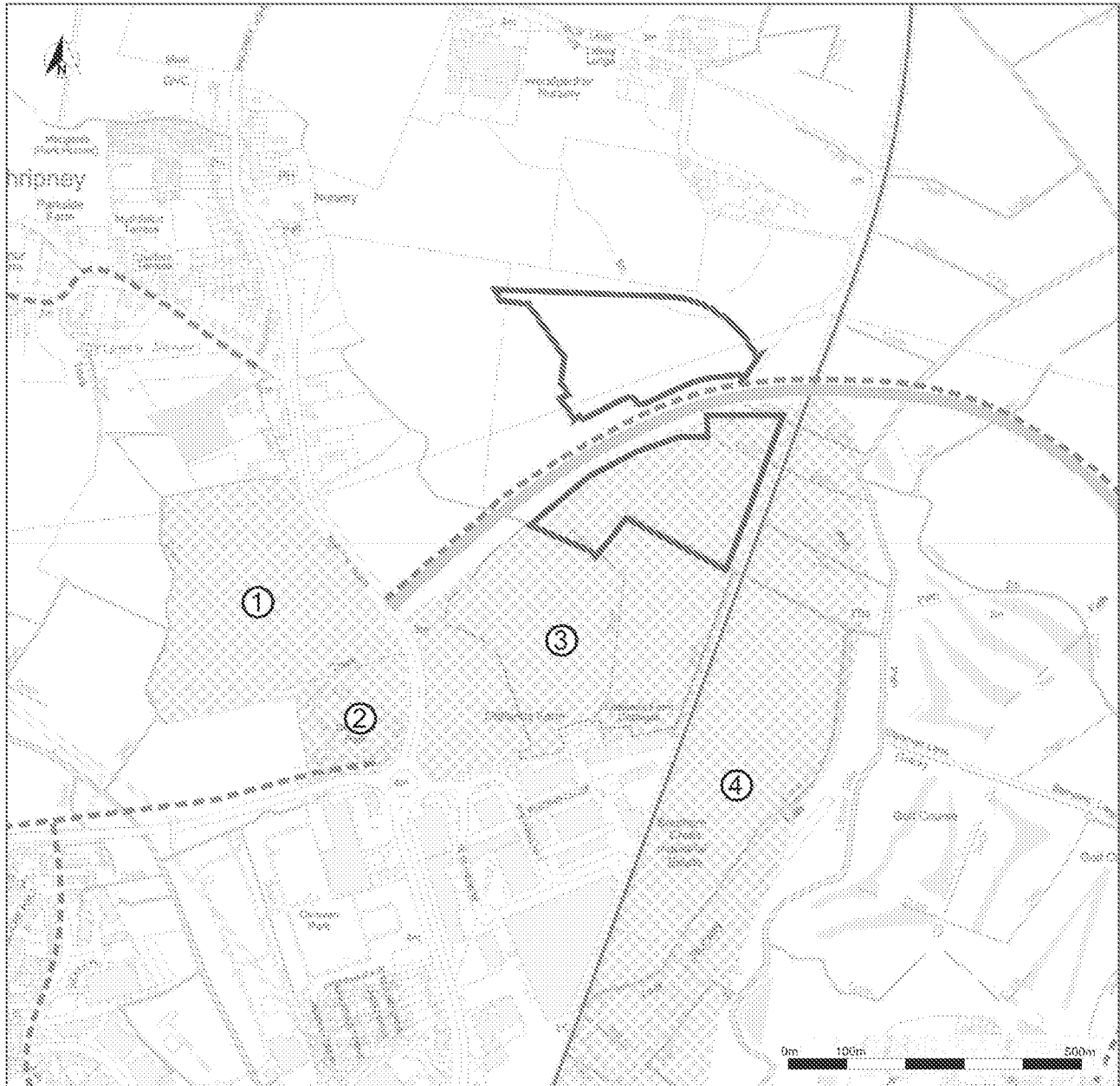
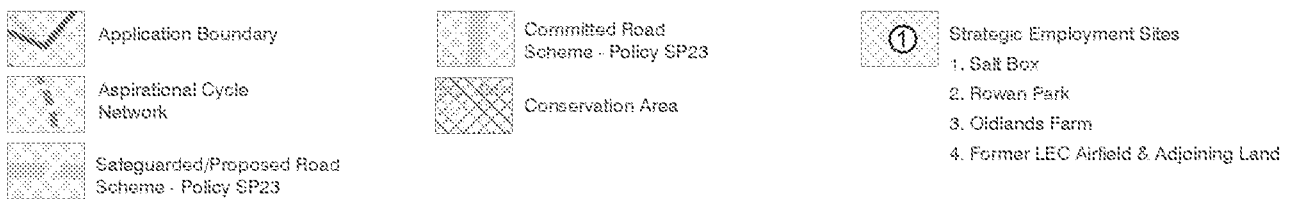


Figure 4 - Emerging Local Plan 2011-31 Proposals Map



3.2. Site Planning History

- 3.2.1. Oldlands Farm was allocated in the 2003 Arun District Local Plan, for 'commercial' development, and not specific to any class use. However, there was no significant progress in terms of delivering new employment development on the site during the life of this Local Plan, primarily due to economic viability during the recession.
- 3.2.2. In April 2011 the Council submitted an Expression of Interest (EoI) for the creation of an Enterprise Zone (EZ) on land at Bognor Regis to the Coast to Capital LEP (C2C). It was envisaged this proposed EZ would encompass the Oldlands Farm. Although the bid for formal EZ status was not successful, the EZ branding 'enterprise@BognorRegis' of the land stimulated fresh thinking for opportunities for the site and how it could be brought forward.
- 3.2.3. A Feasibility and Viability Assessment of Oldlands Farm, was undertaken on behalf of the council by Nathaniel Lichfield & Partners, in June 2011 that identified a number of options for taking the site forward, including promotion of the site as part of a wider Enterprise Zone proposition. This assessment summarised problems preventing the site coming forward as being the necessary and significant up-front infrastructure costs (particularly flooding) and economic viability during the recession. It stated that a proposal for the site that targeted just one sector was less likely to be successful than one that was for a range of uses, flexible to future demand. The importance of enabling development was clearly set out in order to deliver employment uses on this site.
- 3.2.4. Draft Interim Planning Policy Guidance on enterprise@BognorRegis was produced in July 2012 arising from the Enterprise Zone on land at Bognor Regis. This provides a framework to guide future development on the Oldlands site and is material for consideration when determining future planning applications on the site.
- 3.2.5. Oldlands Farm Phase 1 (Ref: CR/2012/0134/OUT) was granted consent in August 2012 and was shortly followed by a detailed application made on behalf of Rolls Royce (Ref: BE73/14/PL) for a Technology and Logistics Centre comprising over 30,000m² B1(c), B2 and B8 uses and finally approved on the 28th August 2014. It is due to open in early 2016.

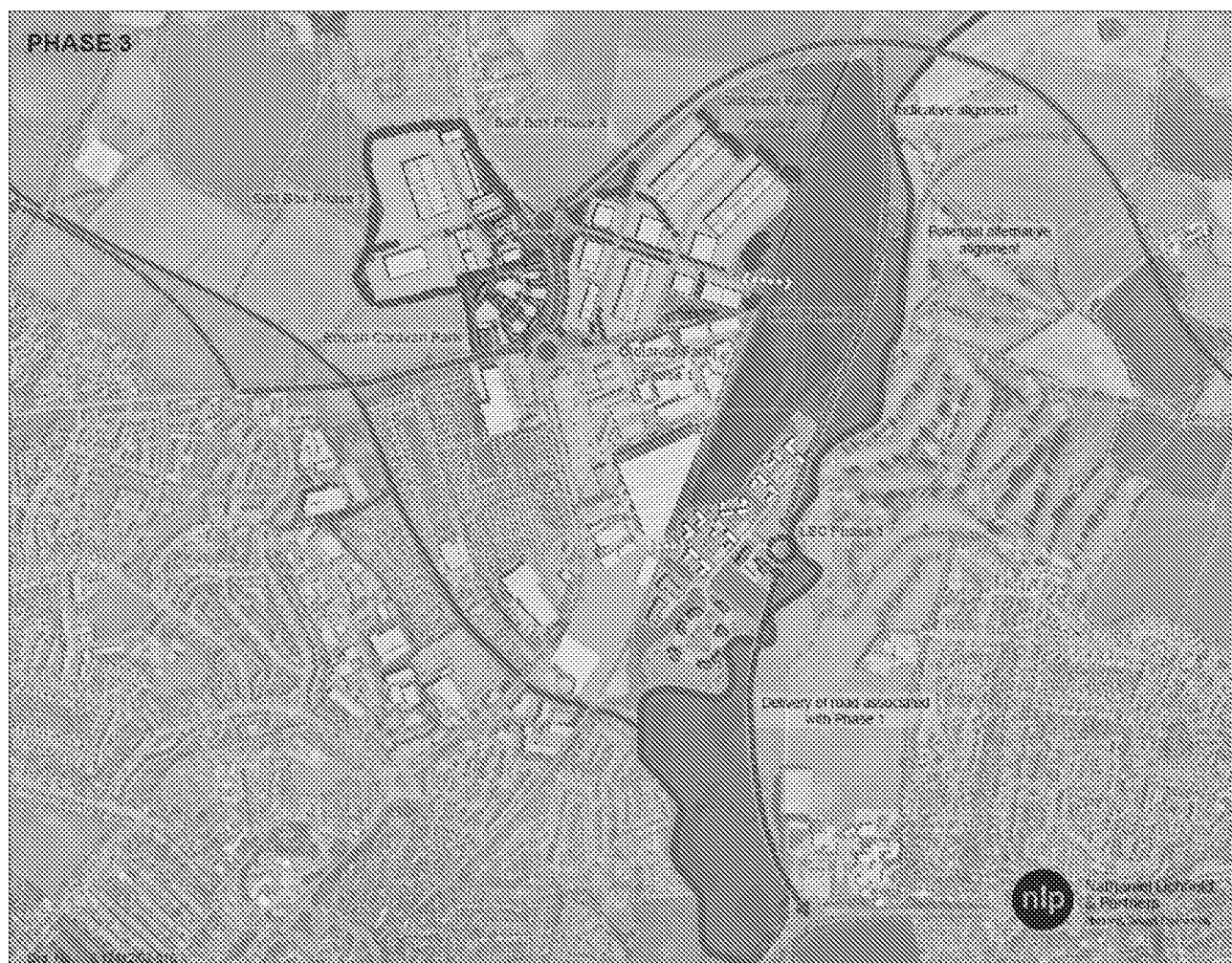


Figure 5 - enterprise@BognorRegis Illustrative Masterplan Layout

3.3. Site Access

- 3.3.1. Access into Oldlands Farm Business Park is from the A29 Shripney Road/Rowan Way roundabout, which lies at the western end of the BNRR. The road is currently under construction to serve Rolls Royce and access into Phase 1a. Phase 2 will link directly with the main access road.

3.4. Site Context

- 3.4.1. The site is located within the South Coast Plain, a broad swathe of low lying land that is crossed by meandering rifes.
- 3.4.2. **To the north:** The open arable fields of Oldlands Farm continue north, towards the eastern outskirts of Shripney village, 267m northwest of the site and straddles the A29.
- 3.4.3. The strategic employment boundary is currently not defined by landscape features, but will be formed by the A259/BNRR as it arcs northeast and crosses the railway track, segregating the site from the fields to the north. The area to the north of A259 Northern Relief Road and south of the village boundary will form part of the Flood Compensation Area (FCA).
- 3.4.4. Further north are the villages of Woodgate (2.6km), Westergate (3.7km), Eastergate (3.8km) and Barnham (3.2km), which is a location being promoted for a major residential extension where employment sites like Oldlands Farm Phase 2 will be an important component to its sustainability.
- 3.4.5. **To the east:** The site is defined by the Barnham/Bognor Regis railway line to the east, immediately beyond the railway is open farmland, the former LEC airfield and Lidsey Rife network, which is allocated as a Strategic Employment site and Biodiversity Opportunity Area.
- 3.4.6. The remainder of open land towards the village of Felpham (1.2km) is allocated as 'Gaps between settlements' and includes Bognor Regis Golf Course, smaller fields, school playing fields and residential development associated with the BNRR.
- 3.4.7. **To the west:** The western perimeter of the site is defined by a drainage ditch running southeast towards the Lidsey Rife. This forms the boundary to the development at Phase 1.
- 3.4.8. Further west Oldlands Farm Business Park is contained by the A29, beyond this the site is a continuation of arable land allocated for Strategic Employment use that is bounded by the A29 Shripney Road. The northern corner of the site is bound by the



View of the construction of the viaduct for the BNRR along the sites northern boundary



Rowan Way/A29 Shripney Road roundabout looking northeast towards the Oldlands Farm site entrance



Rowan Way/A29 Shripney Road roundabout looking northwards towards site



Oldlands Farm Site Entrance

new A259/BNRR.

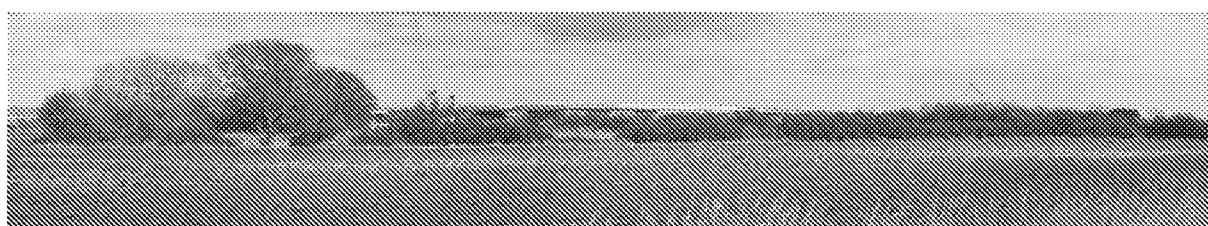
- 3.4.9. Beyond the A29 is a touring caravan park (185m southwest) and existing open space. The field adjacent to the A29 and the caravan site are also allocated for Strategic Employment.
- 3.4.10. **To the south:** To the south lies a track which serves the Oldlands Farm buildings which are partly derelict, and adjacent No 1 & 2 Oldlands Farm Cottages all of which lie within the applicants control.
- 3.4.11. Beyond the Southern Cross Industrial Estate the railway crosses in a diagonal direction northeast to southwest, acting as a definite boundary between industrial development of Bognor Regis and open farm land to the east.
- 3.4.12. South west of the A29/Rowan way roundabout is the Bognor Regis Retail Park (270m), that consists of several retail units, fast-food restaurants and car parking.
- 3.4.13. Within the wider area south of the site includes South Bersted Industrial Estate (850m), residential development of Whitfield Close (920m), and Bognor Regis railway station (2.6km).

3.5. Site Description

- 3.5.1. The site is not a designated or high quality landscape, consisting of open arable farmland, lying on the urban rural fringe. It is a level site with a gradual slope to the east. It is relatively low lying and located in an area of relatively high water table.
- 3.5.2. There are no existing buildings on the site, or any public access due to the



View of the scrub adjacent to the ditch and northwest boundary with the Rolls Royce and BNRR beyond.



Scrub and Existing trees adjacent to ditches towards the north of the application site with the BNRR further north

temporary closure of Public Footpath 152 (Order Ref: 2013) which will be reopened once the construction of the BNRR is completed. This footpath would normally run across the north eastern corner of the site.

- 3.5.3. The site drains via on-site ditches, under the railway, to the Lidsey Rife, a tributary of the Aldingbourne Rife, which subsequently drains southwards to the sea at Felpham.
- 3.5.4. Much of the site is protected from tidal flooding by the existing Bognor Regis sea defences and the benefitting area is expected to see increased water levels as sea levels rise due to predicted climate change effects.
- 3.5.5. There are wet water courses to the northern and eastern boundaries which have some ecological value but are of poor landscape quality. There is also a dry ditch running north to south dividing the site which is dominated by bramble, and not deemed to be sensitive either in terms of its biodiversity or landscape value.
- 3.5.6. The influence of the site upon the wider character area is restricted through the low lying topography, and limited intervening vegetation. The site is predominantly experienced from the A29 where it is viewed in context with the urban fringe of Bognor Regis.
- 3.5.7. There are no physical, visual, historical or cultural links with any Protected Landscapes, Scheduled Ancient Monuments, Listed Buildings, Conservation Areas or Historic Parks and Gardens.

3.6. Planning Policy

3.6.1. The following policies have been considered of particular relevance in the preparation of this statement.

Framework	Relevant Policy
National Policy	
National Planning Policy Framework March 2012	Section 7 - Requiring Good Design
	Section 10 - Meeting the challenge of climate change, flooding and coastal change
	Section 11 - Conserving and Enhancing the Natural Environment
Local Policy	
Arun District Council Local Plan 2003	Policy GEN2 Built Up Area Boundary
	Policy GEN7 The Form of New Development
	Policy GEN9 Foul and Surface Water Drainage
	Policy GEN11 Inland Flooding
	Policy GEN12 Parking in New Development
	Policy GEN15 Cycling and Walking
	Policy GEN18 Crime Prevention
	Policy GEN21 Renewable Energy
	Policy GEN23 The Water Environment
	Policy GEN33 Light Pollution
Submission Local Plan (2011-2029)	Policy SP 6 Strategic Employment Land Allocations
	Policy DM 6 enterprise@BognorRegis
	Policy SP 16 Design
	Policy DM 17 Aspects of Form and Design Quality
	Policy SP 17 Adapting to Climate Change
	Policy SP 21 Transport and Development
	Policy DM 36 Development and Biodiversity
	Policy SP 26 Water
	Policy DM 39 Sustainable Urban Drainage Systems
	Policy SP 27 Quality of the Environment
	Policy DM 44 Light Pollution

- 3.6.2. The current Development Plan relevant to Arun District Council comprises the National Planning Policy Framework (NPPF), the saved policies of the Arun District Council Local Plan 2003 together with the now submitted Proposed Local Plan 2011-2031 to be considered by an Inspector at Examination in June 2015z.

3.7. Background Evidence Documents

- 3.7.1. A number of Local Plan evidence base studies are deemed relevant to the proposed development on Oldlands Farm, these include:
- Draft Interim Planning Policy Guidance on enterprise@BognorRegis, July 2012;
 - Feasibility & Viability Assessment, Oldlands Farm, Bognor Regis, June 2011;
 - An Enterprise Zone for Coastal West Sussex, Expression of Interest, April 2011; and
 - A Strategy for the West Sussex Landscape, October 2005.

Feasibility & Viability Assessment, Oldlands Farm, June 2011

- 3.7.2. Hanbury Properties, as part of their Phase 1 works, submitted a comprehensive viability study.

A Strategy for the West Sussex Landscape, October 2005

- 3.7.3. A Strategy for the West Sussex Landscape, October 2005 contains county-wide landscape guidelines for treatment of natural environment on development sites. This document was used as a core influence for the landscape design principles.

4. Analysis & Design Principles

4.1. Land Use

- 4.1.1. Historically the land has been farmed for arable use and drained by shallow ditches marked by hawthorn bramble and willow scrub with occasional oak trees towards the ditch near the west boundary.
- 4.1.2. The principle of employment on this site has already been established through the allocation of Oldlands Farm for Strategic Employment Land in the current and proposed Local Plan.
- 4.1.3. This application will focus on providing sites for expanding businesses in the B2/B8 use classes that cannot find alternative sites within the area.
- 4.1.4. **Opportunities and Constraints**
- 4.1.5. The following opportunities and constraints were identified during the desk top and site analysis and are shown in Figure 6. Identified opportunities have derived from the culmination of the landscape and visual, ecology and sustainability assessments and the guidance set out within 'A Strategy for the West Sussex Landscape, October 2005'.

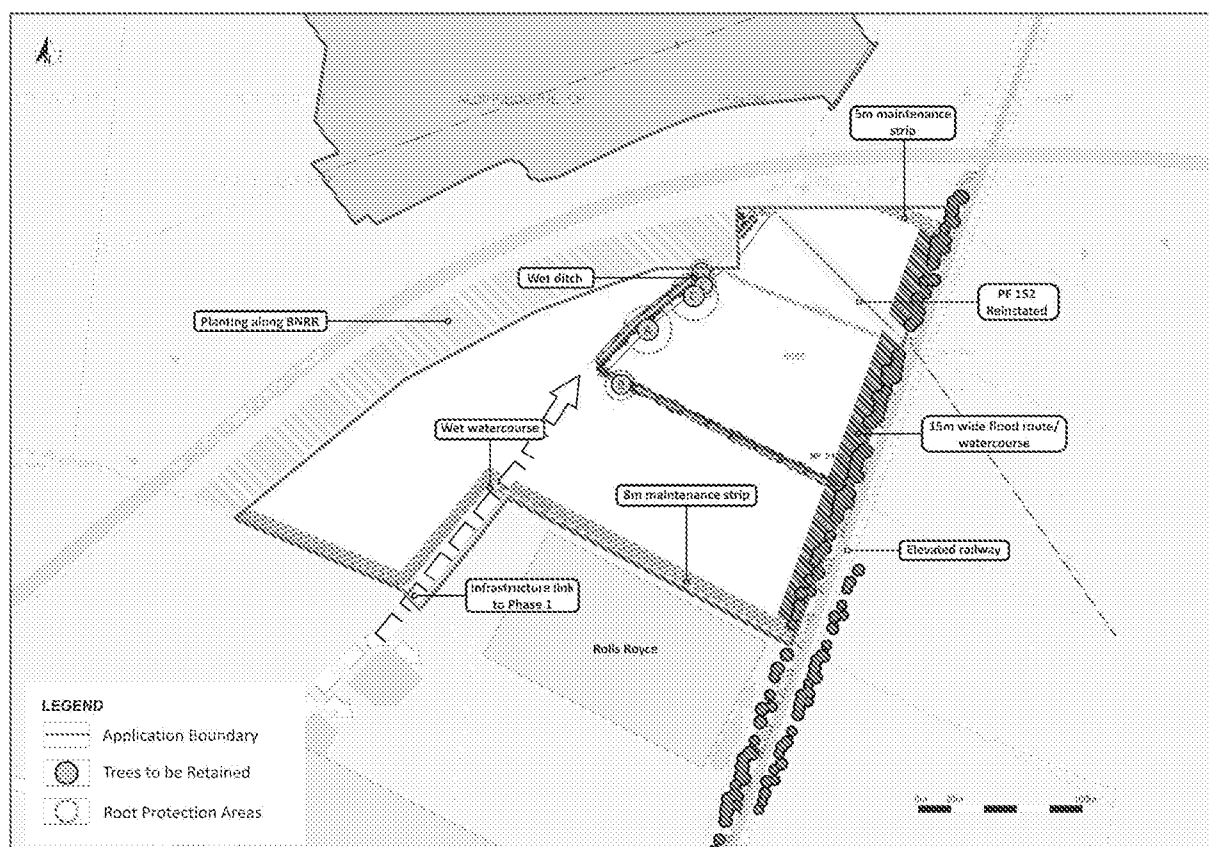


Figure 6 - Opportunities & Constraints

4.2. Visual Analysis

- 4.2.1. A Landscape and Visual Appraisal (LVA) was carried out as part of the design process. In summary the assessment confirmed that the Zone of Theoretical Visibility is strongly influenced by the following key features:
- Low lying topography with intervening vegetation is key in restricting longer distance views;
 - The strong urban edge and large scale development immediately south of the site block views from the south;
 - Scrub vegetation along the railway corridor and treed landscape of Bognor Regis Golf Course to the east, screen views.
 - Rolls Royce has already established large-scale B2/B8 uses on the adjacent Phase 1 land.
- 4.2.2. The low lying topography and sparsely wooded landscape provide the opportunity for 'big sky' views to the west, north and east with minimal opportunities for development to be viewed against any significant backdrop.
- 4.2.3. The A29 and rail track are experienced from the site both visually and audibly.
- 4.2.4. Experiences of the site from the south are limited to a small section of the access track to Oldlands Farm located 300m to the south.
- 4.2.5. The influence of the site upon the wider character area is restricted through the low lying topography, and limited intervening vegetation. The site is predominately experienced from the A29 where it is viewed in context with the urban fringe of Bognor Regis.
- 4.2.6. The site is located northeast of Rolls Royce which adjoins Southern Cross Industrial Estate further south.
- 4.2.7. The construction of the BNRR and its associated landscape will effectively create a defensible boundary to the northern edge of Bognor whilst containing the whole of the Oldlands Farm site to the north.
- 4.2.8. The LVA found that the site is not widely visible to a high number of receptors. The most sensitive being users of the public rights of way (FP 152 & FP 153) north of the site and motorists using the A29 one of the principal approach roads into Bognor Regis.

- 4.2.9. Footpath 152 runs through the northern part of the site and has been temporarily closed during the construction of the BNRR. Once reinstated it will re-open and run under the BNRR heading southeast across the site before crossing the railway line. Users will therefore experience close views of the employment site.
- 4.2.10. Properties along Sack Lane will have their views blocked by the elevated BNRR and associated landscaping.
- 4.2.11. Views from the ground floor of properties on Shripney Road are screened by the vegetation along the property boundaries, but there are potential views from upper storeys.
- 4.2.12. The low lying topography and limited screening vegetation will mean the seasonality will have a negligible impact upon wider views during the winter months.

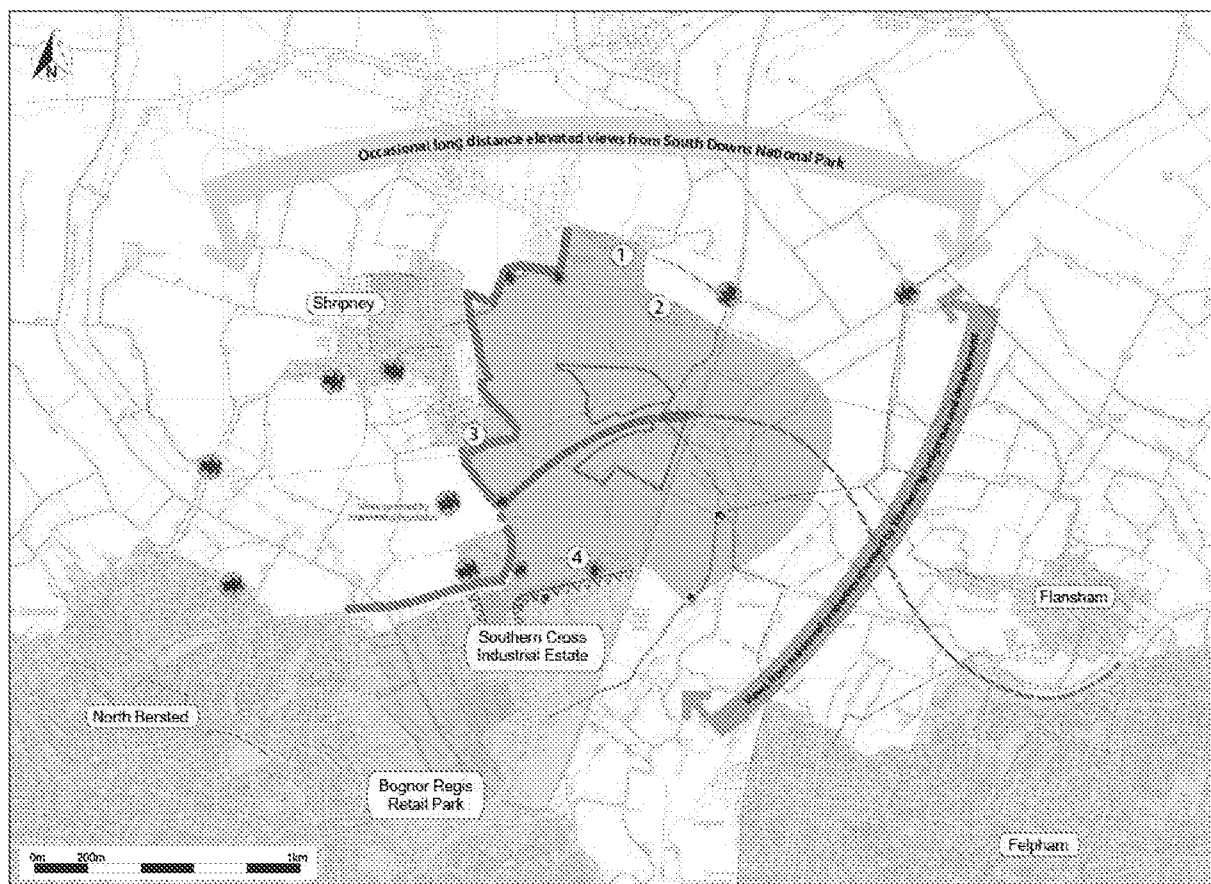


Figure 7 - Visual Analysis

4.3. Archaeology

- 4.3.1. A desk based archaeology appraisal was undertaken to support the application for Phase 1, which identified that a large part of the application site has been subject to intrusive investigation by Cotswold Archaeology in 2008 and by Wessex Archaeology in the northwest area of the site in 2007. Therefore a good evidence base as to the archaeological sensitivity of Phase 2 exists.
- 4.3.2. Ground levels on the development site will be increased with fill recovered from the flood compensation area, and will preserve any underlying archaeology.

4.4. Flooding

- 4.4.1. The Environment Agency's indicative Flood Map shows the site to be located within Flood Zone 3 (highest risk). The Environment Agency's agreed flood level including climate change for the Lidsey Rife catchment is 2.0m AOD. Subsequent modelling has allowed for a more detailed floodplain and identified a strategy for raising levels that lie lower than the 2.0m contour, out of the high risk flood plain Zone 3 and into the low risk flood plain Zone 1. A compensatory flood area will be created to the north of the BNRR as described in the Flood Risk and Drainage Assessment.

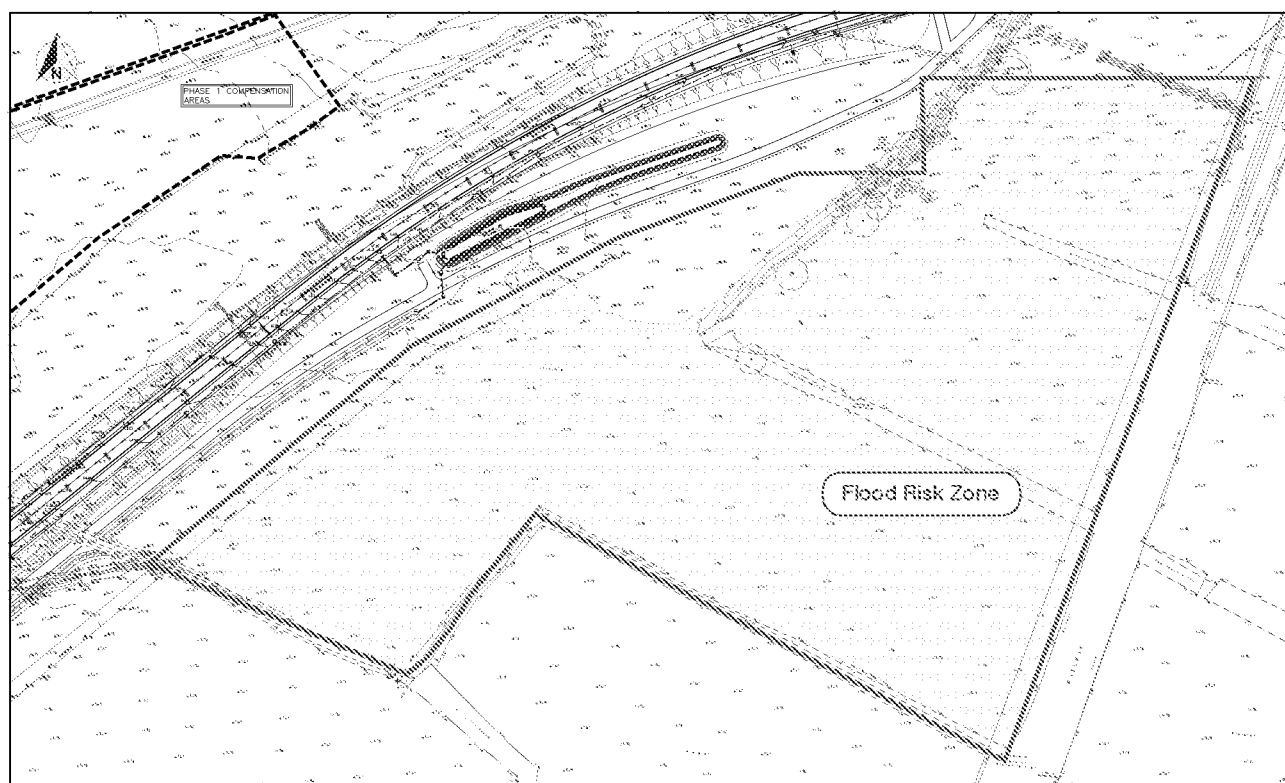


Figure 8 - Flood Map

4.5. Landscape & Biodiversity

- 4.5.1. Overall the quality and sensitivity of landscape features has been assessed as low. The primary consideration of the landscape strategy has been to extend and reintroduce locally important landscape characteristic features to strengthen the existing low sensitivity baseline.

4.6. Access

- 4.6.1. The Transportation Assessment has established:

- Background and future traffic flows;
- Junction modelling;
- Highway impact;
- Accident analysis;
- Sustainable travel options; and
- Framework travel plan.

- 4.6.2. Working within the existing framework of the allocated land use, the traffic impact is minimal and traffic generation of the scheme will be below the level already accepted for Oldlands Farm.

Roads

- 4.6.3. To the north and south of the above roundabout the A29 is dual carriageway with street lighting, subject to a 40mph speed limit. North of the site the A29 becomes single carriageway providing access to Shripney, Westergate, Barnham and the A27. South of the roundabout, the A29 remains a dual carriageway, providing access to Bognor Regis town centre, subject to a 40mph speed limit.
- 4.6.4. The principle highway access to the site will be provided off a new roundabout junction on the A29 Shripney Road/BNRR - Eastern Link with an access for Oldlands Farm. The BNRR will ultimately link to the A259 to the east, near Flansham Lane in Felpham.

Walking & Cycling

- 4.6.5. There are numerous local amenities and facilities within a 2km walking distance of the site. The closest being the Bognor Regis Retail Park and Arun Retail Park where a range of retail opportunities are on offer. The Village of Shripney is located less than 1km north of Oldlands Farm site. South Bersted is under 2km south of the site, whilst Bognor Regis Town Centre is approximately 2.3km to the south.

- 4.6.6. The BNRR will include a wide footway/cycleway along its southern edge for its entire length. The footway/cycleway will also run into the Site 6 housing area to provide a comprehensive pedestrian/cycle link between the A259/Site 6 and Oldlands Farm.
- 4.6.7. South of the Rowan Way roundabout footway/cycleways are provided on both sides of the A29 Shripney Road, leading to South Bersted and Bognor Regis.
- 4.6.8. A footpath exists on the western side of Shripney Road, which provides a continuous pedestrian link between Shripney and Bognor Regis. The section of footpath between the site and the Rowan Way roundabout will be improved to provide a wide footway/cycleway into the Oldlands Phase 1 land, extended into Phase 2. Crossing points have been provided at the BNRR roundabout enabling pedestrians and cyclists to access the wide footway/cycleway.
- 4.6.9. Footpath 152 provides an alternative pedestrian link to Sack Lane and will re-open on completion of the BNRR, the proposals maintain a 10m wide green corridor to the footpath.

Bus

- 4.6.10. A regular bus service (Stagecoach 66) operates along the A29 passing the site, between Bognor Regis town centre and Yapton, via Shripney, Westergate, Barnham and Walberton. The service runs on an approximate frequency of every 90 minutes Monday to Saturday, between 07:15hrs and 17:00hrs. The closest bus stops are located around 350m and 400m to the south of the site. These bus shelters provide timetable information for passengers.

Train

- 4.6.11. Bognor Regis Railway Station is located around 2.6km south of the site, and is accessible via the Stagecoach 66 service. It is a terminus station used by trains operated by Southern. There are five trains an hour departing for Barnham, Littlehampton and London Victoria. At Barnham Station there are connections to other destinations along the coast that include Portsmouth, Southampton and Brighton with a frequency of about 16 trains per hour.

4.7. Personal Safety

- 4.7.1. Personal safety will be given consideration at all aspects of the layouts development to deter crime, and create an environment that allows occupiers and visitors to move safely and freely without risk of injury. Footpath 152 will be fenced and additional safety measures provided to ensure that conflicts between construction traffic and walkers are avoided.

5. The Proposal

5.1. Brief

5.1.1. The proposal is aimed at fulfilling the Council's aspiration for the Oldlands Farm site and is to provide:

- Up to 20,453m² mixed use employment in the B2 and B8 use classes with ancillary B1 offices;
- To enhance the biodiversity value of the site and immediate neighbouring land; and
- To provide a high quality green infrastructure that respects its landscape character and edge of settlement location.

5.2. Design Evolution

5.2.1. The parking standards are 2.5 times greater for B2 uses compared with B8 uses and has a significant bearing as to how much development can be accommodated on the site depending on the final mix of B2 and B8 uses. The applicants have tested a number of iterations and have submitted two illustrative masterplan layouts, that they believe will most closely show how the site could be developed either as a mixed B2/B8 development or solely for B2 uses.

5.2.2. The increased parking standards for B2 uses, will reduce the amount of development that can be achieved in a B2 only scheme from 20,453m² to 17,473m².

5.3. Design Concept & Principles

5.3.1. The development framework plan (Fig 9) sets out the main parameters of the development derived from the key opportunities and constraints. This and other parameters plans still allow for flexibility within each plot to adapt to individual occupier requirements but fixes key criteria that must be adhered to in future submissions, most notably:

- the maximum extent of development plots;
- the strategic landscaping framework;
- the main access route into and around the site;
- maximum building heights for each plot measured above ordnance datum.

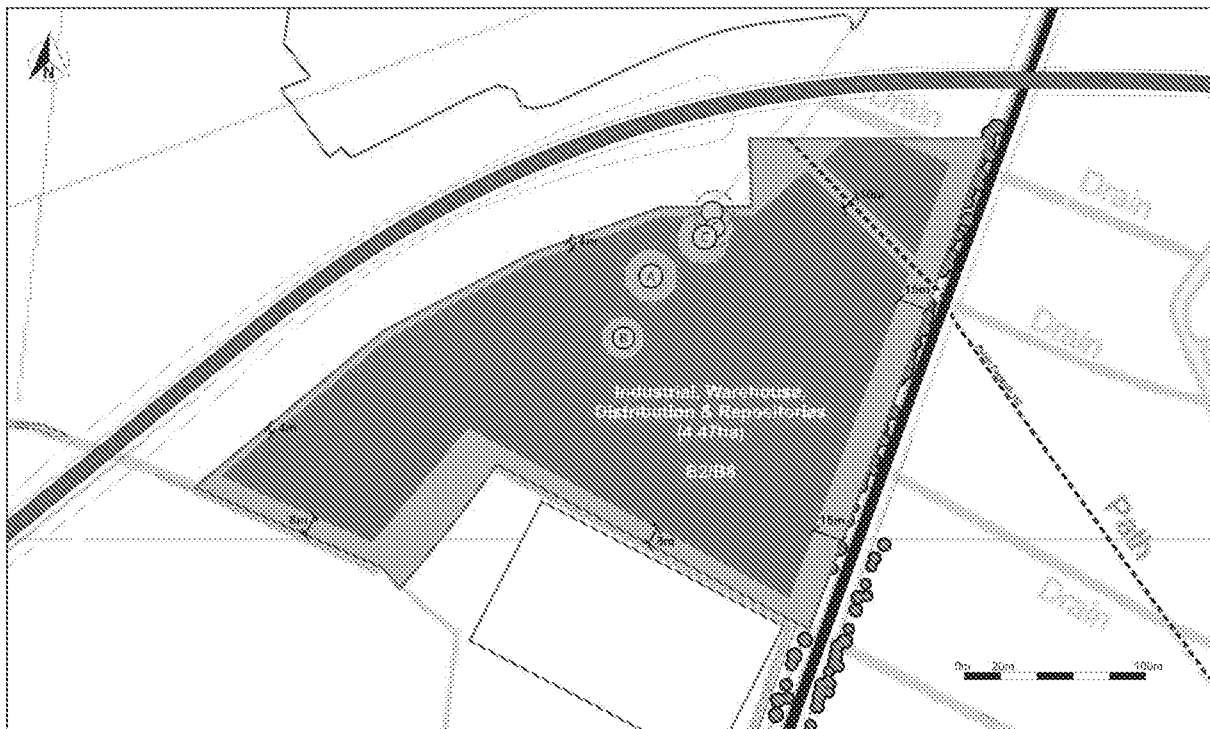


Figure 9 - Development Framework Plan

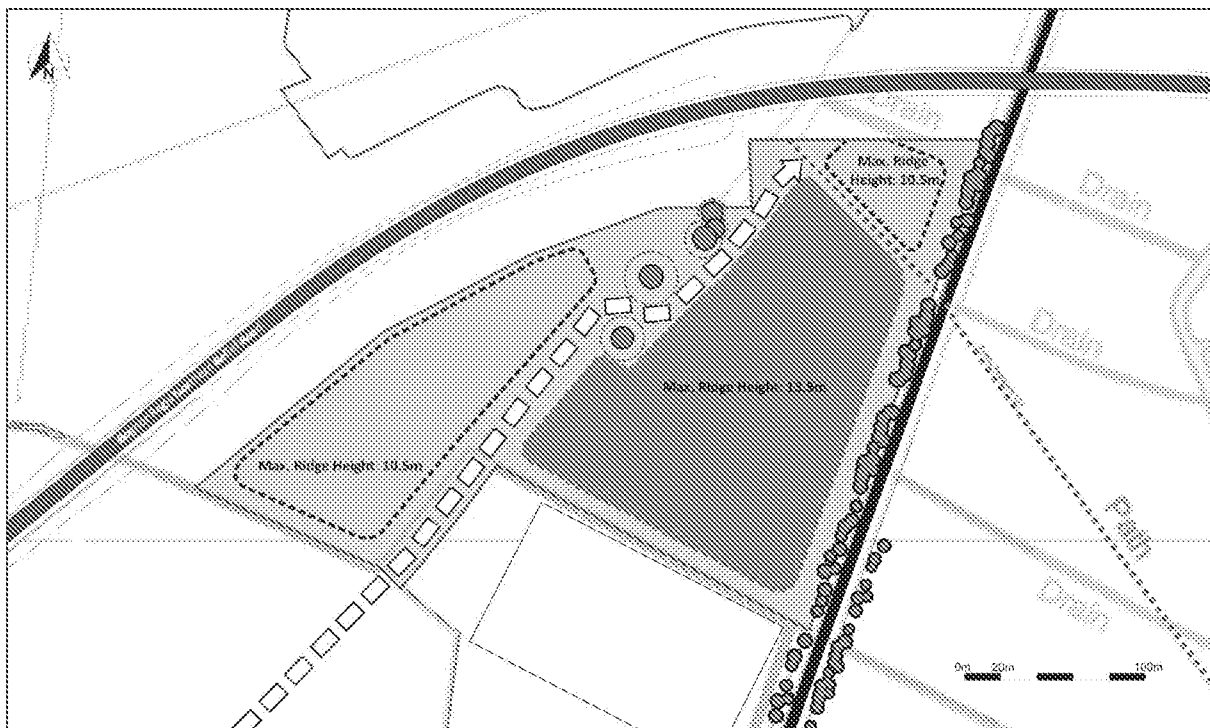


Figure 10 - Development Heights Parameter Plan

5.4. Use

- 5.4.1. The mixed use employment B class uses are consistent with the evidence base studies of the Local Plan. As stated within the enterprise@BognorRegis: Draft Interim Planning Policy Guidance, *'it is important that Oldlands Farm attracts commercially viable development opportunities and in this context it is recognised that the inclusion of other land uses could offer potential to support delivery of B-class employment space'*.

5.5. Amount

- 5.5.1. The Transport Assessment has concluded that there is sufficient capacity in the highway network to accommodate the two illustrative masterplan scenarios of 20,453m² for a mixed B2/B8 scheme and 17,473m² for a B2 only scheme. Some B1 ancillary office use would be accommodated within each of the buildings.

5.6. Scale

- 5.6.1. The maximum height of buildings has been determined from the analysis of views from key locations and its relative containment once the BNRR has been constructed and landscaped. All of the buildings bordering the BNRR on the north west and north boundaries will be a maximum of 10m high. The larger B2/B8 buildings located in less visually sensitive area towards the railway line will be a mix of up to 12m for B2 and 13.5m for B8 to accommodate the additional stacking and storage requirements of modern facilities. The height parameters are shown on Figure 10 Development Height Parameter Plan. The proposed development will be similar in scale to approved Phase 1 scheme and units found on the Southern Cross Industrial Estate.



Figure 11 - Landscape Masterplan (B2 Use)



Figure 12 - Landscape Masterplan (B2/B3 Use)

	Use Class	Building	Gross Internal Floor Area (m²)	Height
1	B2	General Industrial Unit	1317	10m
2	B2	General Industrial Unit	2033	10m
3	B2	General Industrial Unit	836	10m
4	B2	General Industrial Unit	741	10m
5	B2	General Industrial Unit	1020	10m
6	B8	Storage and Distribution	8000	13.5m
7	B8	Storage and Distribution	5506	13.5m
8	B2	General Industrial Unit	1000	10m
		Total Areas	20,453m²	

	Use Class	Building	Gross Internal Floor Area (m²)	Height
1	B2	General Industrial Unit	1317	10m
2	B2	General Industrial Unit	2033	10m
3	B2	General Industrial Unit	836	10m
4	B2	General Industrial Unit	741	10m
5	B2	General Industrial Unit	1020	10m
6	B2	General Industrial Unit	3300	12m
7	B2	General Industrial Unit	2324	12m
8	B2	General Industrial Unit	1670	12m
9	B2	General Industrial Unit	1670	12m
10	B2	General Industrial Unit	1562	12m
11	B2	General Industrial Unit	1000	12m
		Total Areasz	17,473m²	

5.7. Landscaping

- 5.7.1. The landscape strategy developed for the site includes a number of measures that will help integrate the buildings into the landscape.
- 5.7.2. The existing landscape structure is weak comprising scrub next to seasonally dry ditches with some better quality trees towards the northwest boundary as identified in the Arbortech BS5837 Tree Survey. The best quality A & B Category Oak trees have all been retained and incorporated within green infrastructure. The wet water courses along the eastern boundary at the edge of the railway line will be protected with a 15m buffer which will form part of the SUDS drainage strategy. The water course on the southern boundary will be protected by an 8m 'no development easement' to facilitate maintenance.
- 5.7.3. The proposals will increase the existing native vegetation cover within the site by reintroducing green corridors along the new BNRR, south and east boundaries and to a lesser extent along the road corridors.
- 5.7.4. An indicative list of species has been identified in the LVA as part of the mitigation strategy to reflect the local vernacular and that used in the BNRR. External boundaries adjacent to the BNRR, railway and southern boundary will be predominantly native planting to strengthen wildlife corridors.
- 5.7.5. Some ornamental planting will be used within plot boundaries to provide all year round cover and interest. Tree avenues will aid legibility and hierarchy.
- 5.7.6. A comprehensive SUDS strategy will provide additional opportunities to create a range of wet and ephemeral wetland habitats adding to the biodiversity value of the site.
- 5.7.7. Public footpath 152 runs across the northern part of the site and has been temporarily stopped up during the construction of the BNRR. Once reinstated, this route will run from Sack Lane/Lidsey Lodge Farm to the north under the BNRR bridge where it passes through the site before crossing the railway track and heading towards the Bognor Regis golf course.
- 5.7.8. It is intended to accommodate the route within the proposals minimising potential conflict with vehicles and occupiers of the industrial estate. While views from the public footpath will undoubtedly change and become more urbanised, this is an allocated employment site and change will be inevitable.

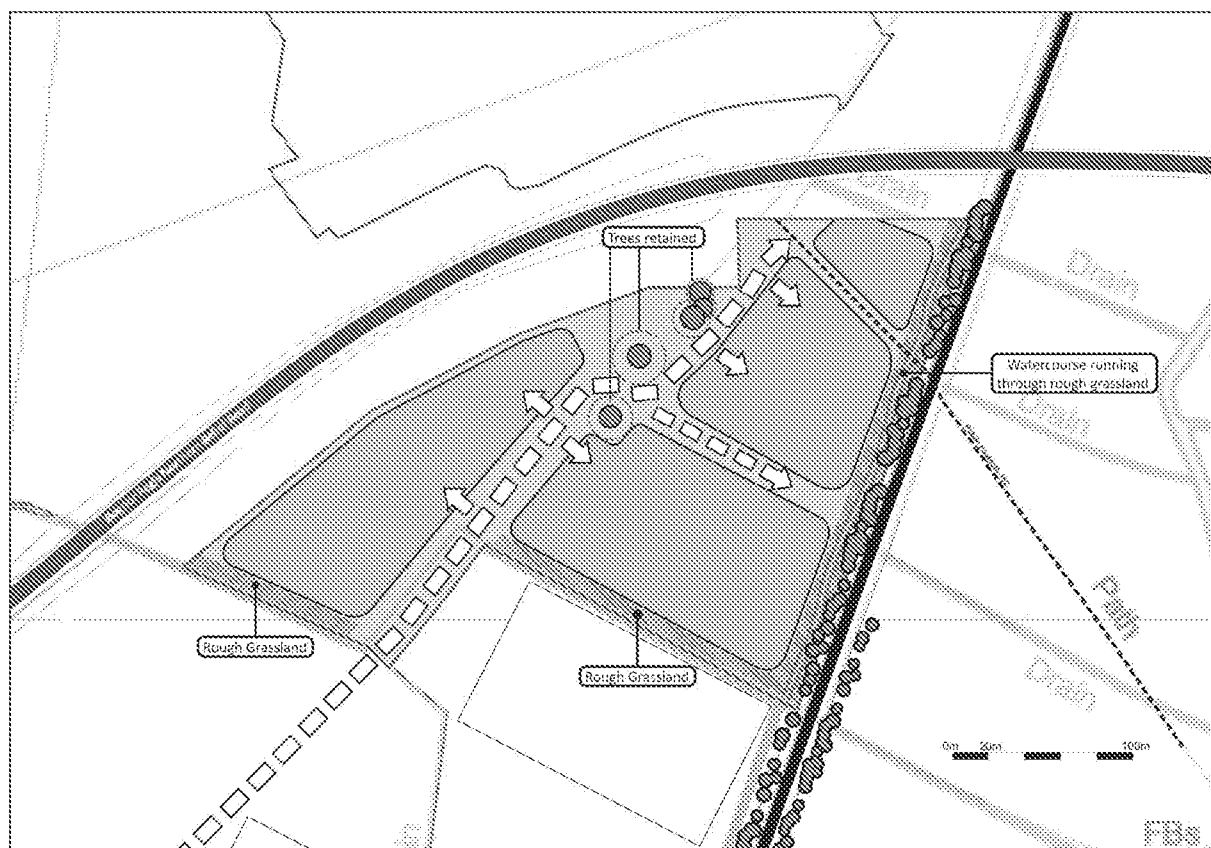


Figure 13 - Landscape Strategy

5.8. Layout

5.8.1. Layout is reserved for future consideration, however certain principles are established through the parameters plans to ensure that some constraint is provided towards building scale, amount, access and key green infrastructure.

5.9. Appearance

5.9.1. As an outline planning application there is a limited amount of detail available at this point in time on the material specification. In order to achieve BREEAM 'very good' a high standard of materials is required promoting responsible sourcing and limiting their environmental impact.

5.11. Flood Alleviation

- 5.11.1. The proposal is to deliver the flood attenuation works as described in the Flood Risk Assessment - MJA Consulting.
- 5.11.2. The proposed development currently lies within Flood Zones 1, 2, & 3 and the flood compensation has been designed in accordance with EA policy to ensure no loss of floodplain occurs when the site is lifted out of the known flood zone.
- 5.11.3. Sustainable Urban Drainage Systems (SUDS) will be incorporated into the surface water drainage strategy to mitigate the additional runoff and reduce flood risk to downstream areas.
- 5.11.4. The various SUDS techniques will be reviewed as to their suitability in consideration of the characteristics of the development to manage runoff at source. The use of SUDS systems will provide an improvement to the biodiversity and water quality and a reduction in peak runoff flows.
- 5.11.5. The surface water runoff from the development for all storm events including the 1-year, 30-year, 100-year and 100-year+30% climate change storms will be attenuated and discharged into the adjacent watercourses.

5.12. Crime Prevention

- 5.12.1. The proposed development will reference and include the seven crime prevention attributes as set out within the Office of the Deputy Prime Minister "Safer Places - The Planning System & Crime Prevention"
- 5.12.2. These are summarised as:

Access & Movement:

- The development will provide clearly visible open access points which can be easily surveyed from a distance. Movement around the development will be easy without creating areas that could compromise safety and security of the users;
- Routes for pedestrians, cyclists and vehicles will in most cases run alongside one another and not be segregated;
- Where footpaths are required they will be as straight as possible and wide, to avoid potential hiding places.
- Car parking will be open and easily surveyed and will be provided at the appropriate West Sussex County Council parking standards.

Structure:

- The built form and layout are to be designed to 'Design Out Crime' and minimise potential opportunities for crime.

Surveillance:

- The site will be subject to Comprehensive CCTV covering the whole site and access into the site controlled;
- Places that could potentially be vulnerable to crime will be overlooked by buildings or uses that are busy at all times;
- Car parking will be overlooked or easily surveyed;
- The car parks will comply with the specification set out in ACPO's Secured Car parks Award Scheme;
- Spaces will aim to be well-lit and the entire site will aim to have adequate lighting without resulting in glare.

Ownership:

- Plots will be enclosed by security fencing to denote ownership and the segregation between public and private realm.

Physical Protection:

- The buildings will be designed in robust materials to accord with the latest building regulations;
- Where glazing is incorporated, toughened laminated sections will be included where necessary.

Activity:

- The development will provide the right mix of uses to generate greater activity and surveillance.

Management & Maintenance:

- The public realm areas will be managed by an estate management company funded by the landowners with a management regime and service charge paid by

the occupier. Individual plot areas will be the responsibility of individual occupiers that will be required to adhere to the site management plan.

6. Sustainability & Renewable Energy

- 6.12.1. The development will provide a significant reduction in baseline CO2 emissions through the combination of fabric efficiency measures and the integration of renewable energy measures including photo voltaic solar arrays.
- 6.12.2. The development is proposed to incorporate best practice energy efficiency and sustainability measures which is demonstrated through the commitment of the design team in achieving BREEAM 'Very Good' standards.
- 6.12.3. The overall design of the development will be in line with the principles set within the adopted 'Energy Hierarchy', an accepted best practice design approach in improving the energy performance of buildings. The site buildings will be constructed to include energy efficiency measures to exceed 2010 Building Regulations standards and CIBSE Guide F good practice benchmarks as far as practicable and will include a number of renewable technology features.

6.1. Passive Design & Layout

- 6.1.1. Although the mass orientation of a building is largely determined by the size of the buildings and their loading/logistic requirements, the design team have attempted to optimise solar gain within occupied spaces through the consideration of the buildings' solar orientation and have undergone numerous iterations of the masterplan layout to ensure that mass orientation is optimised wherever possible.
- 6.1.2. Consideration will also been given to minimising excessive solar gain and subsequent building overheating, thus avoiding excessive use of mechanical cooling systems in the summer months.
- 6.1.3. Significant energy efficiency measures shall be installed such that unnecessary energy consumption is reduced at source (in accordance with the Energy Hierarchy).

6.2. Water

- 6.2.1. The commitment to provide water efficient fittings and grey water and rainwater harvesting facilities for each building will ensure the consumption of potable water during site operation is minimised.
- 6.2.2. The large single roofs typical of industrial buildings offer considerable opportunities for rainwater harvesting. The following will be considered for incorporation into the building design specifications, subject to detailed applications.

- 6.2.3. Water Harvesting / rainwater collection on all buildings for use in outside areas and possibly toilets etc.

Water Conservation

- Toilets will be dual flush and low flush capacity; taps will have flow restrictions and/or dosage control or sensor control, as will urinals;
- All toilets could be fed by the water collected in the rainwater/grey water harvesting tanks;
- Low water consumption appliances will be specified in office kitchen areas where appliances are installed (such as dishwashers).

6.3. Transport

- 6.3.1. The proposed development site is located on the northern extents of Bognor Regis. An audit of the existing accessibility of the site has noted that the site is accessible by a variety of transport modes, including walking, cycling and bus, ensuring the site is socially inclusive and accessible by a choice of transport modes. A Green Travel Plan has been submitted by MJA Consulting Engineers that identifies and promotes sustainable modes of transport, to and from the site to include;
- A bus service with drop off points where possible;
 - Cycle route within the site;

6.4. Flood and SUDS

- 6.4.1. Sustainable Urban Drainage Systems proposed for the sites include permeable paving and SUDS swales ponds and ditches. The development is designed to limit runoff from the development site to the equivalent, or less, of the runoff from the existing undeveloped site.

6.5. Ecology, Trees and Landscape

- 6.5.1. In addition to the landscape and biodiversity strategy the layout will also take into consideration sheltering from SW winds and limited overshadowing.

6.6. Waste Minimisation and Recycling

- 6.6.1. The proposed development will utilise sustainable design and construction methods to minimise the impact the building has on the environment. Best site

practices will be employed during the construction phase in order to minimise potential impacts, such as noise and dust nuisances.

7. Conclusion

- 7.6.1. Oldlands Farm is a strategic employment site which is being brought forward to deliver significant employment opportunities in Bognor Regis. The downturn in the economy from 2008 left a legacy of low investment in commercial property particularly in the B1, B2 and B8 sectors.
- 7.6.2. Viability reports undertaken by the Council, and the applicants for the phase 1 application, show that delivering this site for B1, B2 and B8 uses on its own is unviable. While Rolls Royce has provided a significant boost to confidence and job creation, the completion of Oldlands Phase 1 & 2 proposal remains extremely challenging and will require infrastructure and services to be provided up front to encourage employers into Oldlands Farm, and the enabling development via the business hub is still required.
- 7.6.3. Oldlands Farm phase 2 lies within an area allocated for employment and is no longer manageable as a viable agricultural unit. It lies in Flood Zone 3 and will require levels to be raised and a flood compensation area provided to the north of the BNRR as with Phase 1.
- 7.6.4. The proposals lie in an area that has few environmental constraints and has weak landscape structure.
- 7.6.5. One Category A and three Category B oak trees lie next to seasonally dry shallow ditches towards the north boundary and are to be protected and retained within the proposals.
- 7.6.6. Two illustrative masterplans have been submitted to show how the site might be developed as a mix of B2 & B8 uses or sole B2 uses. The mixed B2/B8 illustrative masterplan provides the maximum floor area of 20,453m² which would decrease to 17,473m² for a B2 only scheme.
- 7.6.7. Oldlands Farm Phase 2 is a logical extension of Phase 1 and has the flexibility to deliver employment space, whilst working within the aims of Arun District Council.