

Design and Access Statement

On Behalf of:

LYSANDER

In Respect of:

Detailed planning application at
Oldlands Farm, Newlands Road, Bognor Regis PO22 9FJ

Date: **September 2021**

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CONTENTS

1.0	INTRODUCTION	3
2.0	RELEVANT DOCUMENTS	4
3.0	PLANNING POLICY.....	4
4.0	THE INTENDED USE OF THE BUILDINGS	5
5.0	SITE APPRAISAL.....	5
6.0	PROPOSED WORKS	6
7.0	LAYOUT.....	7
8.0	APPEARANCE	7
9.0	ACCESS	9
10.0	AMOUNT	11
11.0	SCALE.....	12
12.0	BOUNDARIES	12
13.0	LANDSCAPING.....	13
14.0	CRIME PREVENTION.....	13
15.0	CONCLUSION	14

1.0 INTRODUCTION

This Design & Access Statement has been prepared by Ashton Smith Associates with contributions from all members of the professional team to accompany an application for the Erection of a warehouse (Use Class B8) with ancillary office, associated vehicle parking, van storage, plant, ancillary structures, lighting, landscaping and infrastructure works including earthworks to facilitate flood compensation area at Oldlands Farm, Newlands Road, Bognor Regis PO22 9FJ.

The central Grid Reference is approximately 494557, 101831. The application site is bounded to the north by undeveloped bare land next to the A259, bounded to the east and west by open farmland and to the south by a warehouse (Rolls Royce) and the recently completed Lidl store.



Site location map

2.0 RELEVANT DOCUMENTS

This document should be read in conjunction with Ashton Smith Associates' drawings;

Drawing
21023-ASA-V0-XX-DR-A-PL01 SITE LOCATION PLAN
21023-ASA-V0-XX-DR-A-PL02 EXISTING SITE PLAN
21023-ASA-V0-XX-DR-A-PL03 PROPOSED SITE PLAN
21023-ASA-ZZ-ZZ-DR-A-PL04 PROPOSED WAREHOUSE GROUND FLOOR PLAN
21023-ASA-ZZ-ZZ-DR-A-PL05 PROPOSED WAREHOUSE FIRST FLOOR PLAN
21023-ASA-ZZ-ZZ-DR-A-PL06 PROPOSED WAREHOUSE PLANT DECK
21023-ASA-ZZ-ZZ-DR-A-PL07 PROPOSED WAREHOUSE ROOF PLAN
21023-ASA-ZZ-ZZ-DR-A-PL08 PROPOSED WAREHOUSE ELEVATIONS
21023-ASA-ZZ-ZZ-DR-A-PL09 PROPOSED WAREHOUSE SECTIONS
21023-ASA-V2-V0-DR-A-PL10 PROPOSED VAN DECK GF PLAN
21023-ASA-V2-XX-DR-A-PL11 PROPOSED VAN DECK UPPER LEVEL PLANS
21023-ASA-V2-XX-DR-A-PL12 PROPOSED VAN DECK ELEVATIONS
21023-ASA-V2-XX-DR-A-PL13 PROPOSED VAN DECK SECTIONS
21023-ASA-V0-XX-DR-A-PL14 3D VIEWS
21023-ASA-V0-XX-DR-A-PL15 SITE SECTIONS
21023-ASA-XX-XX-DR-A-PL16 3D STREETVIEWS
21023-ASA-XX-XX-DR-A-PL17 FLOOD COMPENSATION AREA
21023-ASA-XX-XX-DR-A-PL18 PROPOSED BLOCK PLAN
21023-ASA-V0-XX-DR-A-PL19 EXISTING SITE PLAN – FLOOD COMPENSATION AREA
21023-ASA-V0-XX-DR-A-PL20 PROPOSED BOUNDARY DETAILS
21023-ASA-V0-XX-DR-A-PL21 PROPOSED ANCILLARY STRUCTURES SHEET 1
21023-ASA-V0-XX-DR-A-PL22 PROPOSED ANCILLARY STRUCTURES SHEET 2
21023-ASA-V0-XX-DR-A-PL23 PROPOSED SPRINKLER TANKS & PUMP HOUSE
21023-ASA-V0-XX-DR-A-PL24 PROPOSED WASTE PLATFORM
21023-ASA-V0-XX-DR-A-PL25 PROPOSED GUARD SHACK
21023-ASA-V0-XX-DR-A-PL26 EXISTING SITE SECTIONS

3.0 PLANNING POLICY

For an assessment of the proposals against relevant planning policy at national and local, please see the accompanying planning statement provided by DWD.

The proposed development has been designed in accordance with the relevant policies in the development plan, as set out below:

The Development Plan for Arun District Council relevant to the Site comprises of the following:

- Arun District Council Local Plan and accompanying Proposals Map (July 2018); and
- The Aldingbourne Neighbourhood Plan 2014-2034 (October 2016).

In addition to the adopted Development Plan Documents, material consideration has been given to the following documents:

- National Planning Policy Framework (June 2019); and
- Arun District Council Parking Standards Supplementary Planning Document (January 2020);
- Arun District Council Design Guide (January 2021).

4.0 THE INTENDED USE OF THE BUILDINGS

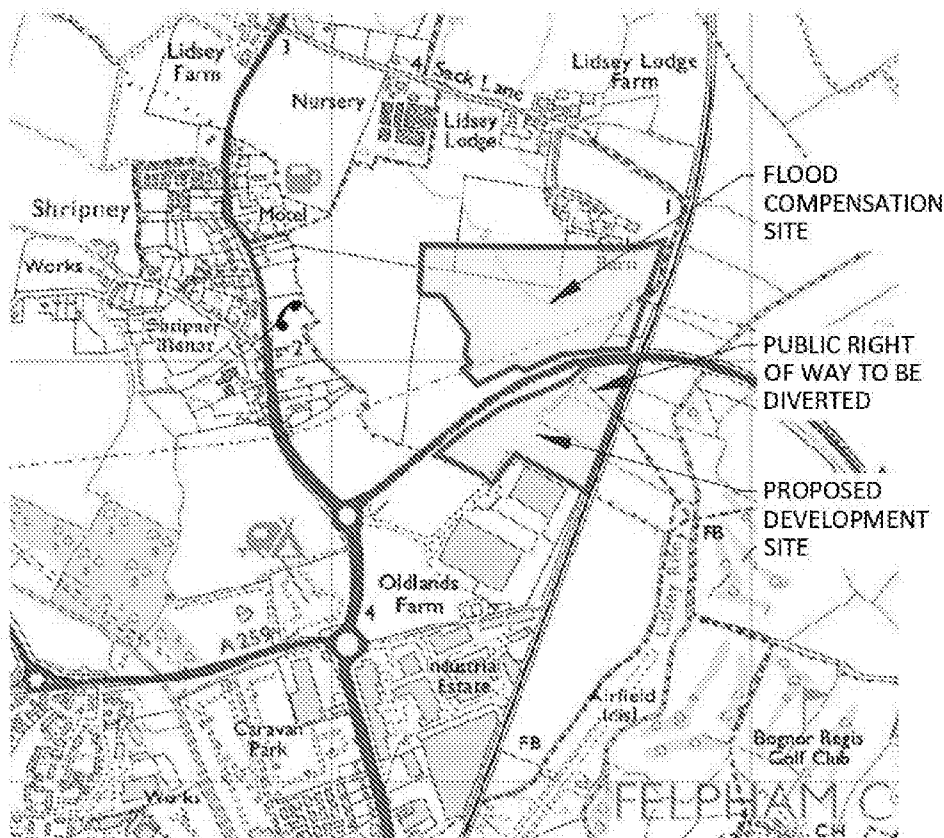
The proposed facility will be a storage and distribution warehouse (use class B8) providing last mile logistics operation which involves vans distributing pre picked and packaged goods for home deliveries to the surrounding area. The detailed plans submitted with the application have been prepared to suit the operational requirements of a potential owner occupier.

The proposal includes overnight storage for the delivery vans within a multi storey parking facility. This is designed to accommodate the switch to electric powered vans, parking will be provided with the infrastructure to install EV charging to all areas in the future. The van storage facility provides overnight parking for vans, drivers will arrive at the site and exchange their car for a van (utilising a van space during the day), motorcycle and provisions for cyclists will also be provided for van drivers in addition to the warehouse operatives. On site dedicated van storage facilities removes the need for drivers to take their delivery vehicle home, reducing the impact of vans being parked within residential neighbourhoods at night.

5.0 SITE APPRAISAL

The Site is located within the Oldlands Farm employment area, on the north edge of the Bognor Regis settlement boundary and within the administrative area of Arun District Council.

The proposed development site to the south is allocated for employment uses in accordance with the Local Plan Policy EMP DM2 (Enterprise Bognor Regis) and Local Plan Policy EMP SP3 (Strategic Employment Land Allocations).



Site location plan

The Site comprises of arable/pastoral farmland with hedgerows and matures trees. A public footpath runs through the northern end of the site (footpath Aldingbourne 152-1) which forms part of a route connecting Shripney to Bognor Regis. The Site set within an area which is currently characterised as being partly industrial / rural and is accessed from a service road to the east of the A29. The Site's northern boundary is made up of arable/pastoral farmland, beyond which is a farm track and the Felpham Relief Road (A259). Further north is more farmland, with a cluster of houses and farm buildings accessed by Sack Lane situated approximately 250 meters away. Towards the east, the Site borders the Great Western Railway Line which runs broadly north to south, beyond which is more farmland and Bognor Regis Golf Club. Bognor Regis Train Station is located approximately 2.6 km to the south.

The Site neighbours two warehouse units to the South which are occupied by Rolls Royce, these industrial units are of a similar size and scale to the proposed last mile distribution centre. To the south west of the Site is an attenuation pond, beyond which is cleared land. A discount convenience retail food store was recently constructed on the most western part of this land facing onto the A29 which is occupied by Lidl.

6.0 PROPOSED WORKS

The proposed site layout and development has been developed within the existing site constraints, using key design principles to provide a space efficient layout for the end user requirements.

The proposed development comprises a B8 warehouse of 11412 m² (GIA), consisting of a warehouse ground floor (8,027 m²) and offices on the mezzanine floor (2,200 m²). Also included is a plant deck space at second floor level measuring 1,185 m². The unit is served by 193no. car parking spaces (including 9no. disabled spaces (incl. 4no. EV charging) and 62no. EV Charging spaces) and overnight storage for 512 vans. The proposed unit is served by a service yard that accommodates 8no. dock levellers for HGV deliveries and a waste collection area for refuse and recycling.

The site layout is governed by the existing access, site constraints, building layout and vehicle flows. The HGV, van and car vehicle flows are separate for operational strategy and safety. Van drivers access the storage and loading area around the perimeter of the site, segregated from the distribution centre car park and HGV movements. The HGV and van storage service yards are secure areas bounded by paladin fencing which restricts access and deters unauthorised entry with security guard hut and barriers.

The distribution warehouse accepts deliveries of the pre picked and packaged parcels allocated for delivery to the surrounding area. These parcels are delivered via HGV, predominantly at night time. The parcels are sorted into routes and staged ready for loading into the vans. The vans are then loaded under the canopy.

In respect of landscaping, the proposal seeks to retain the 4No. existing trees within the development site and provide a pond adjacent to the redirected public right of way and MSCP.

The flood compensation site to the north of Felham Relief Road (A259) will be utilised for spoil distribution and an increased flood compensation.

7.0 LAYOUT

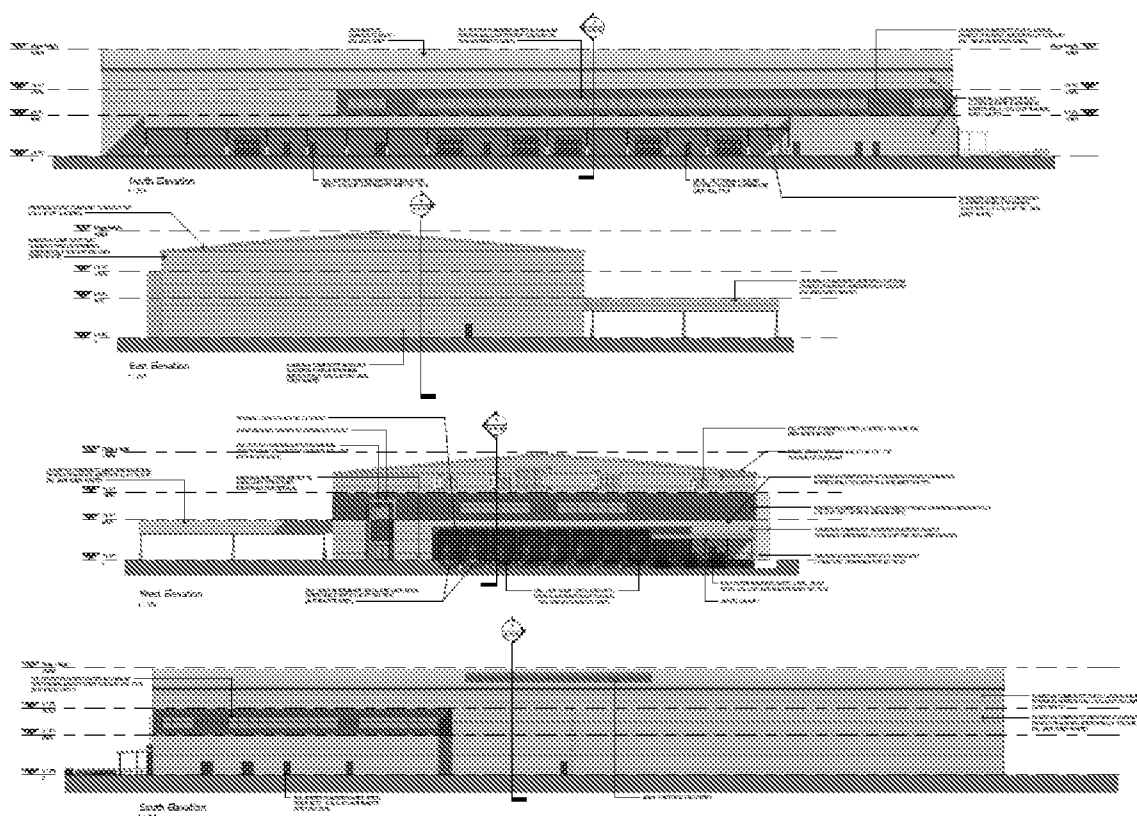
The proposed development takes account of the existing built environment and follows the linear layout of the adjacent buildings running parallel to the railway lines to the west. An area of easement between the structures and railway form a landscape buffer. A proposed new pond to the North West will provide a dual purpose; aiding biodiversity and drainage attenuation. The existing right of way which currently cuts North to West across the site will be redirected to follow the site boundary and circumvent the proposed pond.

Access to the site utilises the existing road junctions providing all vehicular access to the site. The position of the associated car parking between the proposed structures and the Felham Relief Road (A259) maintains the open space either side of the road whilst utilising the space efficiently for site operations.

In the centre of the proposed development site are 4 trees which are being retained and sit within a section of soft landscaping that breaks up the site and softens the views from the A259. The proposals are designed to work with the existing drainage ditches which dissect the site and adopting them into the site design.

8.0 APPEARANCE

The main warehouse distribution building will be fully clad with varying tones of grey, in a banded arrangement to provide interest and break up the elevation. The van loading area is beneath a steel frame structure with a band of cladding forming a parapet to the roof. The roof will have the same finish as the main warehouse.

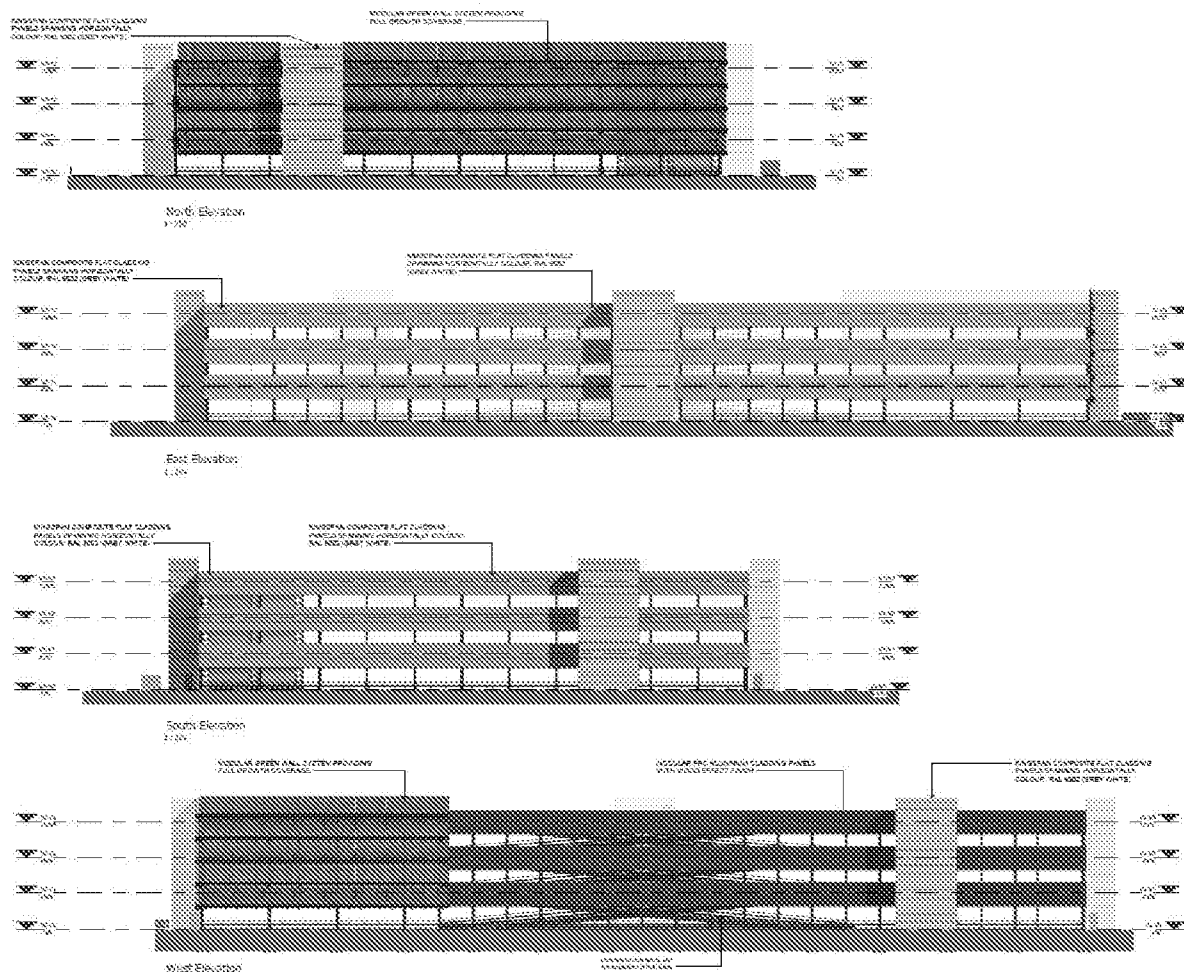


The warehouse roof is a single portal roof and will be clad in a trapezoidal composite panel in a light grey colour. There are small parapets to four sides with hidden gutters at the eaves.

The location of the ancillary office on the western façade enhances the view of the unit from the relief road, creating a sense of welcome, improving the legibility of the unit and providing a safe route of access for staff and visitors.

The Guard shack mirrors the colour palette of the primary building adding a sense of unity to the proposals.

The proposed multi level van storage will predominantly be open sided with a combination of full height green walls and bands of horizontal cladding to provide aesthetic interest into the facade, whilst also providing necessary edge protection and screening headlights. The stair cores will be fully fire rated enclosed stairwells finished in horizontal cladding.



The building will be operating over a 24-hour, 7-day period, and the external operational areas will be illuminated during the periods of darkness. Operational lighting to the service areas will be carefully designed so as to minimise light spillage by the use of cowls and deflectors.

The overall principle behind the proposed design is to offer a high-quality finish, creating architectural character to enhance the surrounding area whilst retaining the end user's requirements.

9.0 ACCESS

The site is accessed off the existing estate road currently servicing the new Lidl supermarket and Rolls Royce industrial units. Pedestrians and cyclist will access the site using the existing combined foot/cycle path that flanks the access road. Onsite the pedestrian and cycle way will be continued to the secure covered cycle parking and main entrance. Cycle parking is located close to the main entrance to provide added convenience to cyclists.

Safe level access to the main entrance from the proposed car park is provided, the main pedestrian access point is provided on the western façade of the unit and shall create a sense of arrival and is located below the ancillary office which provide an element of natural surveillance and legibility.

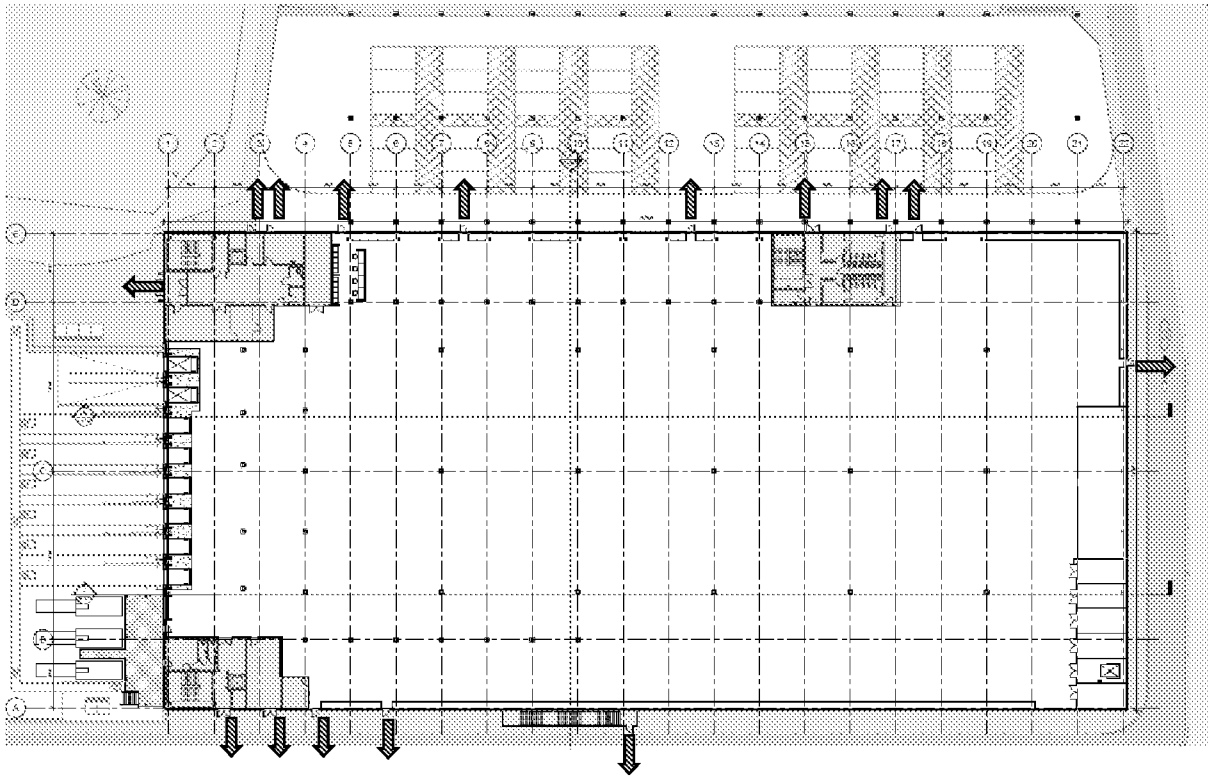
The use of pedestrian walkways across the site will identify separation between pedestrians and drivers promoting safe routes for the users, where pedestrian crossings are strategically located around the site from the storage areas to the guard cabin and welfare area to promote safe crossing.

Disabled car parking spaces are proposed near to the main entrance of the building and dedicated motorcycle parking is also proposed.

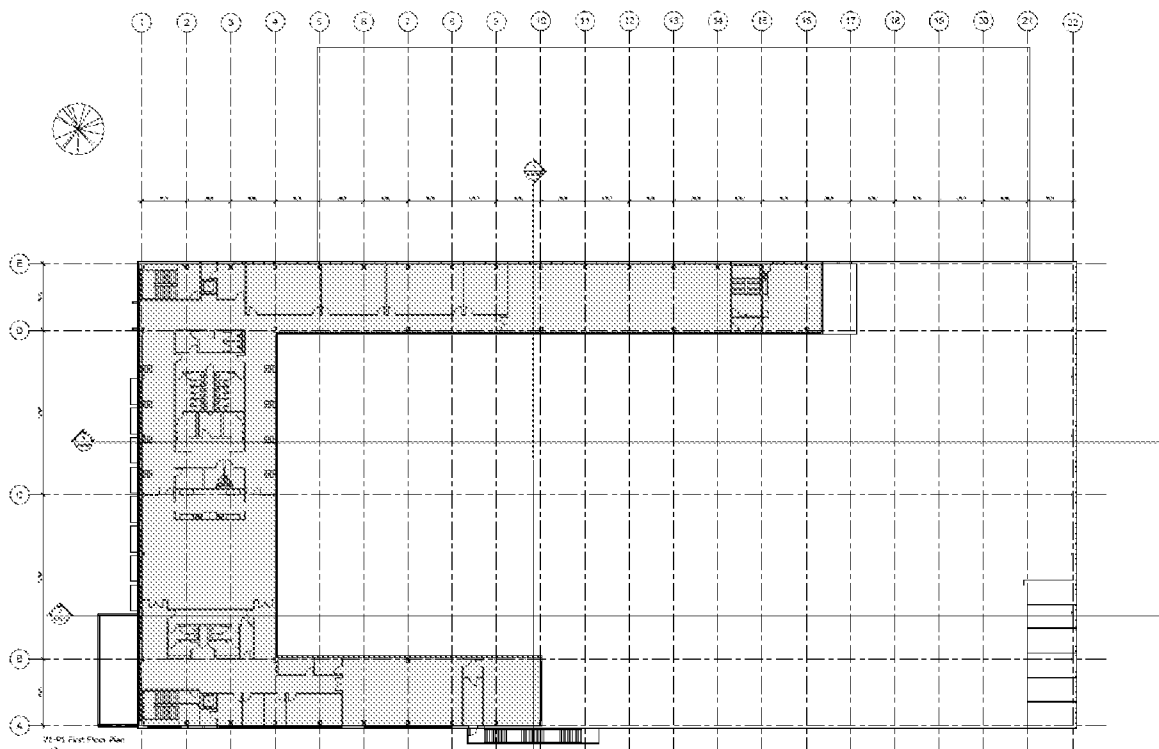
The staff car park is located in close proximity to the main pedestrian access, providing convenient and safe access.

Means of escape (denoted by red arrows on the Ground Floor Plan below) are provided throughout the building, with higher density of escapes serving the most populated areas of working. Means of escape from the mezzanine level is via 4 staircores with direct escape to the outside.

Ground Floor Plan



Mezzanine Floor Plan



10.0 AMOUNT

Schedule of Areas

Distribution Centre Site Area	7.05 Hectares	17.42 Acres
Flood compensation Site Area	14.28 Hectares	35.3 Acres
	Gross External Areas	Gross Internal Areas
Distribution Centre Ground Floor	8,078 m ²	8,027m ²
Distribution Centre First Floor	2,295 m ²	2,200 m ²
Distribution Centre Second Floor/Roof Void Plant Area	1,205 m ²	1,185 m ²
Total Distribution Centre Floor area	11,578 m²	11,412 m²
Prefabricated Drivers Welfare Unit	21 m ²	19.1 m ²
Prefabricated Guard Hut (HGV yard)	2.25 m ²	1.5 m ²
Prefabricated Guard Hut (Van Access)	14.2 m ²	9.4 m ²
Winter Module Storage Enclosure	28 m ²	25 m ²
Total Floor area	11,643.45 m²	11,467 m²
Van storage Ground floor	7,810 m ²	
Van storage First floor	7,810 m ²	
Van storage Second floor	7,810 m ²	
Van storage Third floor	7,810 m ²	
Delivery Centre Loading Canopy	2,480 m ²	
Delivery Centre Waste Canopy	84 m ²	
Delivery Centre Gross External Building Footprint inc. Canopy & Van Storage	45,427.45 m ²	
Standard Car Parking Spaces	191	
Disabled Parking Spaces	9	
Total Car Parking Spaces	200	
EV charging provision = 20% active and 80% passive for all spaces on site		
Motor Cycle Parking	20	
Cycle Parking Spaces	40	
HGV Delivery Docks	6	
Van Delivery Docks	2	
Van Storage Spaces	512	
Distribution Centre Clear Internal Height	12m (AFFL)	15.65m (AOD)
Distribution Centre Ridge Height	15.9m (AFFL)	19.55m (AOD)
Distribution Centre Eaves Height	13.1m (AFFL)	16.75m (AOD)
Van storage building height (top of stair tower)	16.3m (AFFL)	19.3m (AOD)

11.0 SCALE

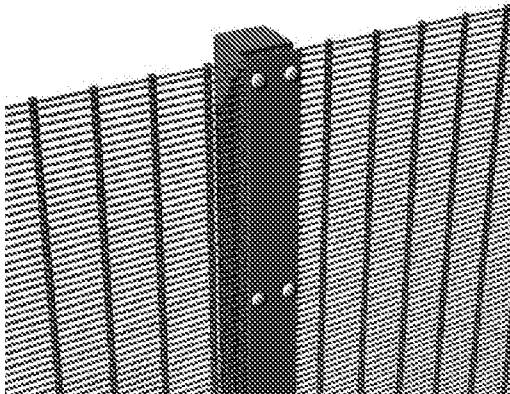
The main building will have a maximum roof parapet height of 15.9 metres from finished floor level is proposed with an eaves height of 13.1m. This has been tailored to the end user requirements. The horizontal cladding helps to break up the mass and height of the building; and the façade colour being shades of grey help to minimise the building within the skyline.

The proposed multi level van storage facility utilises a combination of full height green wall and bands of horizontal cladding to break up and provide interest to the facade. The stairwells are clad in horizontal cladding to match the warehouse to provide fire compartmentation to the stairwells. The stairwell parapet height will be a maximum of 16.3 metres above finished ground floor level. To maintain natural ventilation and reduce the overall height of the van store, the extent of enclosing walling has been kept minimal (additional height would be needed for mechanical ventilation).

The proposals seek to reflect the prevailing scale of the adjacent developments to the south.

12.0 BOUNDARIES

A green 2.4m high paladin security fence will surround the perimeter of the van and HGV yards, beyond the security fence will be landscaped. Not only will the new boundary treatments help secure the site for its users but it will also promote a safe working environment.



Paladin Security Fence

Where there is no boundary fencing to the site, a landscape buffer will be incorporated to blend into the existing soft landscaping and enhance the local habitats.

13.0 LANDSCAPING

The landscaping strategy has been designed to respond to the development proposals; to respond to opportunities and constraints and to strengthen and enhance biodiversity of the site. The site layout has been carefully planned around the existing ditches and area of protected trees. The proposal maintains extensive landscaped areas between the security fences and boundary.

14.0 CRIME PREVENTION

The development will be designed in accordance with the National Planning Practice Guidance (2014) and take into account recommendations from the Secure by Design commercial guide, which explains that planning should address crime prevention and be embedded with other design considerations:

- **Access & Movement:** The development has been laid out to permit open access points which are clearly visible and open to surveillance from a distance. The development allows for permit convenient movement without compromising security. Car parking has been provided in locations that are well overlooked.
- **Structure:** The development has been designed in order to remove opportunities for crime, utilising 2.4m high fencing to the areas requiring higher security and structures are offset from the boundary to improve security.
- **Surveillance:** Comprehensive CCTV covers the whole site, and car parking will be overlooked by the offices. Dark spaces will be well lit where appropriate.
- **Ownership:** The application site is in single ownership enabling a consistent approach to safety and security. The lighting strategy will take account of security objectives.
- **Physical Protection:** The building will be designed in robust materials - metal sheet cladding on a steel frame. Where glazing is incorporated, toughened laminated sections will be included around the yard and car parking where necessary.
- **Activity:** The main activity in the future unit will be that of the business itself (i.e. commercial/ logistics) which will take place both within the building and its service areas.
- **Management & Maintenance:** A dedicated team will operate 24 hours, 7 days a week, specifically charged with maintenance, landscaping and security of the site.

15.0 CONCLUSION

The design proposals have been developed with due regards to the existing site, it's constraints, context and surroundings, to create a carefully sited, appropriately sized building which responds positively to sites context. The proposal also allows for the best possible access by all modes of transport and encourage travel to the site by means other than car.

The design seeks to minimise the impact on its surroundings, providing an attractive, contemporary and cohesive design that is fit for purpose and safe for all to use.

The proposal represents a high quality development and is appropriate to location and represents a substantial investment to the area and in particular, the development help and support employment growth and stimulate economic investment to the area, cohesive with regional and local aspirations.