



Salt Box Development Bognor Regis

Design & Access Statement to accompany a Hybrid Planning Application

August 2017

Contents

Section 1 | Introduction

Scope and Purpose of the Document
Background Legislative Context
Overview of the Site
Overview of the Proposals
Technical consultants

Section 2 | Context

Planning Policy Context & Planning History
Enterprise Bognor Regis - Strategic Context
Enterprise Bognor Regis - Development Parameters
Enterprise Bognor Regis - Socio-Economic Context

Section 3 | Salt Box Context

The Salt Box Site - Site Context
The Salt Box Site - Site Investigation Ground Conditions Context
The Salt Box Site - Flood Risk and Drainage Context
The Salt Box Site - Transport Context
The Salt Box Site - Noise Context
The Salt Box Site - Energy Context
The Salt Box Site - Historic Context
The Salt Box Site - Ecological Context
The Salt Box Site - Design Context

Section 4 | Character Analysis

General Design Guidance - Layout
General Design Guidance - Architecture
General Design Guidance - Design Guidance
Specific Design Guidance - Landscape
Specific Design Guidance - Materials
Views of the Application Site

Section 5 | Evaluation

Opportunities and Constraints

Section 6 | Development Proposal

The Masterplan
Use and Amount

Section 7 | Design Code

Layout
Building Heights
Appearance
Colour Palette and Materials
Landscape Strategy
Public Realm and Landscaping
Spine Roads
Eco Attenuation
Access Strategy
Energy Statement
External Lighting Statement

Section 8 | Conclusion

section 1 | introduction

Scope and Purpose of the Document

This Design & Access Statement has been prepared to accompany a hybrid planning application for a new employment focussed mixed-use development at the Salt Box site, Bognor Regis. It seeks to demonstrate how relevant planning policy, both local and national, and context analysis have informed the outline proposals. It should be read in conjunction with the other application documents.

Whilst the majority of the site is submitted in Outline, Unit 2 and associated infrastructure is submitted in detail. It is the client's intention to progress with the detailed design and construction of the unit as soon as planning consent is granted.

Relevant planning policy is presented and interpreted in relation to the proposed development. This is followed by an analysis of the site and the character of the surrounding area culminating in an opportunities and constraints analysis.

The proposal is illustrated with a co-ordinated site masterplan to demonstrate how it responds to the opportunities and constraints analysis and how it will integrate with the surroundings and wider settlement.

The final section of the statement includes an access statement outlining the key features of movement and access into and around the site.

Mountford Pigott LLP (MPLLP) has been appointed to provide architectural services to develop the subject site. MPLLP has extensive experience of mixed-use development and master planning nationally.

Background Legislative Context

Section 62 of the Town and Country Planning Act 1990 ("the 1990 Act") provides for a development order to make provision about planning applications, and to require a statement of design principles and access issues, known as a design and access statement ("DAS"). The GDPO sets out the procedure for making and deciding planning applications, including the requirements to provide a DAS (article 4C). The Town And Country Planning (General Development Procedure) (Amendment) (England) Order 2010 No. 567 amended the provisions of the Town and Country Planning (General Development Procedure) Order 1995 (S.I. 1995/419) ("the GDPO") with respect to design and access statements.

Design and access statements can be a useful tool in planning for high quality development. If design and access issues are considered from an early stage of scheme development, this can and does result in good quality design. The Killian Pretty Review, Planning Applications: A faster and more responsive system (published in October 2008), recommended that Government should make the information requirements for all planning applications clearer, simpler and more proportionate, removing unnecessary requirements.

The 2010 Order made two main changes to the previous provisions for design and access statements. Firstly, it streamlined the manner in which applicants discuss the issue of 'context' in their submissions. Secondly, it expands the range of development that is exempt from the requirement to provide a design and access statement.

The Communities and Local Government publication "Guidance on Information requirements and validation" (March 2010) sets out in Section 6 the requirements for Design and Access Statements..

A further amendment to the requirements for Design and Access Statements was made via The Town and Country Planning (Development Management Procedure) (England) (Amendment) Order 2013 No. 1238. Article 4 states the following new requirements for Design Access Statements:

(2) An application for planning permission to which this article applies shall be accompanied by a statement ("a design and access statement") about—
(a) the design principles and concepts that have been applied to the development; and
(b) how issues relating to access to the development have been dealt with.

(3) A design and access statement shall—
(a) explain the design principles and concepts that have been applied to the development;
(b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;
(c) explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;
(d) state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation; and
(e) explain how any specific issues which might affect access to the development have been addressed.

section 1 | introduction

Overview of the site:

The application site known as Salt Box is a major part of areas covered by the Enterprise Bognor Regis LDO, a 70 + hectare commercial and employment development opportunity located to the northwest of North Bersted and to the south of the Shripney area of Bognor Regis in West Sussex and promoted by Arun District Council.

The LDO proposed area consists of the following three separate land parcels:

- 1. Salt Box (12.004 ha)
- 2. Rowan Caravan Park
- 3. Oldlands Farm

Salt Box lies to the west of the A29 Shripney Road. This parcel of land is undeveloped and comprises open agricultural land. The site itself is bound to the north by further agricultural land and woods and the end of a line of houses along the A29 leading up to Shripney; to the east by the A29 Shripney Road; to the south by the Rowan Park Caravan Park; and the west by open land natural reserve defined as The Bersted Brooks Local nature reserve.



Application Site

- Proposed LDO Boundary
- 1 Salt Box
 - 2 Rowan Park
 - 3 Oldlands

section 1 | introduction

Overview of the proposals

An industrial and commercial mixed use development to be developed in two phases

Phase 1 (Detailed Application)

- A warehouse/distribution unit with associated offices. This also includes parking facilities for commercial and HGV vehicles. (Unit 2)
- Enhanced landscape (village, ecology buffers) shown in more detail on the landscape masterplan.
- Highways and access infrastructure for pedestrian, cyclist and motorist.

Phase 2 (Outline application)

- A site for hotel of up to 80 rooms and pub/restaurant.
- A site for new drive thru restaurants. (Units 4 & 5)
- A site for a gym. (Unit 8)
- 2 sites for distribution warehouses. (Unit1 & 3)
- 2 sites for distribution-business units which may be subdivided to provide facilities for small businesses. (Units 6 & 7)
- Each site provides car parking facilities for cycles, motorcycles, small cars and service/heavy goods vehicles, in addition to service yard areas where needed.

Technical consultants:

The planning application has been prepared by a team of designers and technical consultants who have all contributed to the proposal in their respective areas of expertise as follows:

Architecture
Ecology, Landscape and Visual Assessment
Landscape Strategy
Flood Risk Assessment & Drainage
Transport Consultancy
Planning Consultancy
Topographical Survey
Services Strategy
Noise Analysis
Biodiversity
Heritage
Geo Environmental
Lighting & Energy

Mountford Pigott LLP
Aspect
Aspect
Kirk Saunders Associates
ADL Highway Engineering Ltd
Mango Planning
Shaw Colegate
Scotch & Partners
Sharps Redmore
Aspect
Terence oRourke
EPS
Scotch Partners



PHASING KEY		
PHASE 1	FULL PLANNING SUBMISSION	6.492 hectare
PHASE 2	OUTLINE PLANNING SUBMISSION	5.512 hectare
	SALT BOX SITE BOUNDARY	12.004 hectare

section 2 | context

Planning Policy Context & Planning History

Planning Policy Context and Planning history
National Planning Policy Framework (March 2012)

The National Planning Policy Framework March 2012 (NPPF), replaces the earlier system of national planning policy guidance and statements. The document sets out the Government’s planning policies for England and how these are expected to be applied, and is a material consideration in planning decisions. The document places an emphasis on the promotion of sustainable development whilst also protecting the environment.

The guidance sets out planning principles to support sustainable economic growth in paragraph 19, where “Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.”

The National Planning Policy Framework (NPPF) (2013) recognises LDO’s as a way of relaxing planning controls in appropriate areas, to promote economic, social or environmental gains to boost enterprise. According to Paragraph 198 “Where a Neighbourhood Development Order has been made, a planning application is not required for development that is within the terms of the order.”

Local Policy
Under current development plan policy (Arun Local Plan 2003 and Bersted Neighbourhood Plan 2014) the site is located outside the built-up boundary, however the emerging Local Plan (2014) has identified the site as an important part of the Enterprise Bognor Regis strategic employment land allocation to be developed in two phases. Phase 1 2015-2019 and Phase 2 2010-2024.

In order to develop land at the Enterprise Bognor Regis and Butlins at Bognor Regis, Arun District Council proposed to use Local Development Orders (LDOs) as the planning tool to grant planning consent to specific types of development, while streamlining the process by removing the need for developers to make planning application to Local authorities.

The Planning and compulsory Purchase Act 2004, introduced Local Development Orders (LDOs) to allow local authorities to remove the need for planning permission for certain specified forms of development. LDOs role and process for Local Planning authorities is set out in the Planning Practice Guidance (NPPG), while the procedures for the creation of an LDO by planning authorities are regulated by the town and Country Planning Act 1990 and subsequently revised and amended by the Town and County Planning (DMPO) 2015.



Phasing diagram

section 2 | context

Enterprise Bognor Regis Local Development Order:

A Local Development Order for the development of the Enterprise Bognor Regis area has been drafted by Arun District Council with the following aim:

“The Enterprise Bognor Regis LDO has the purpose to promote the strategic development opportunity at land located on land adjacent to the A29 Shripney Road, in Bognor Regis. The LDO will provide the opportunity for development of preferred employment uses to benefit from an accelerated and simplified planning process, created by the LDO, and an attendant reduction in planning fees. The Enterprise Bognor Regis LDO area is zoned and only development proposals that comply with the relevant parameters are permitted according to the spatial context. Proposals which are not in accordance with the defined parameters will be subject to normal planning controls and will require the appropriate planning application to be submitted to ADC. The Enterprise Bognor Regis LDO has been prepared by ADC in accordance with the Town and Country Planning Act, Part 3 and the Town and Country Planning (Development Management Procedure) (England) Order 2010.”

The LDO, currently awaiting to be sanctioned, would create a “permitted development” planning environment for the following uses, office, light industry and research development (Use Class B1), general industry (Use Class B2) and storage and distribution uses (Use Class B8) with an allowance of 5% of the total floorspace for complementary uses such as commercial (Use Class A) and leisure activities (Use Class D) to support the principal employment and increase business retention. The EBR LDO is proposed to last for a period of fifteen years.

Statutory agencies, parish councils, local organisations, business, landowners and developers were consulted from 23rd July 2015 to 10th September 2015 as part of the statutory consultation on the draft EBR LDO to comply with the 61A to 61D and Schedule 4A of the Town and Country Planning Act 1990 and Part 8, Section 38 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (DMPO 2015). Proposals were advertised in the local press and site notices placed around the EBR LDO location.

Subsequently the consultation process drew responses in the following areas:

- ✦ Sustainable Transport/Local and Strategic Road Network
- ✦ Environmental impact, notably Shripney Village & Bersted Brooks Local Nature Reserve (LNR)
- ✦ The principle of development, the range of uses proposed, scale and flexibility
- ✦ Conditions/Mitigation/Site Management
- ✦ Deliverability/Viability
- ✦ LDO “red line” Boundary
- ✦ Evidence base: accuracy and relevance.
- ✦ Management of the consideration of development proposals and consultation requirements

A full record of consultee responses and ADC responses is available at: ENTERPRISE BOGNOR REGIS – LOCAL DEVELOPMENT ORDER STAGE 2 CONSULTATION REPORT Oct 2015.

Extracts from the Pre-application Advice:

Since the Local Development order has not been adopted a planning application for the development of the Salt Box site is required. The planning authority at Arun District council was approached for pre-application advice over the proposal of the site to develop a mixed use (Industrial-commercial), with the intention to deliver the aspirations for new employment uses at the site. This is set out in Arun District Local Plan and planning policy guidance relevant to development on the site.

The pre-application advice dated 13th April 2017 has drawn the following conclusion:

“...were an application for planning permission to be submitted prior to adoption of the Local Plan the scheme would be considered to be contrary to the development plan in that it is outside the built up area boundary identified in Policy ES7 of the Bersted Neighbourhood Plan. However, in determining the application weight would also need to be given to the following material considerations: the draft Local Development Order; the identification of the site as part of Enterprise Bognor Regis in the emerging Local Plan (Policy EMP DM2); and the presumption in favour of sustainable development in the NPPF. This would also be combined with the significant weight that should be placed on the need to support economic growth through the planning system.

When the emerging Local Plan is adopted then Policy EMP DM2 will have full weight and will supersede the built up area boundary restriction in the NP. Therefore, if an application were to be received after the adoption of the Local Plan, it would be considered favourably provided that it meets with the requirements of Policy EMP DM2, addresses the issues considered above and other relevant development plan policies and the NPPF.”

Further detail in relation to the LDO and the planning policy considerations associated with the application proposal is provided in the supporting Planning Statement prepared by Mango Planning and Development.

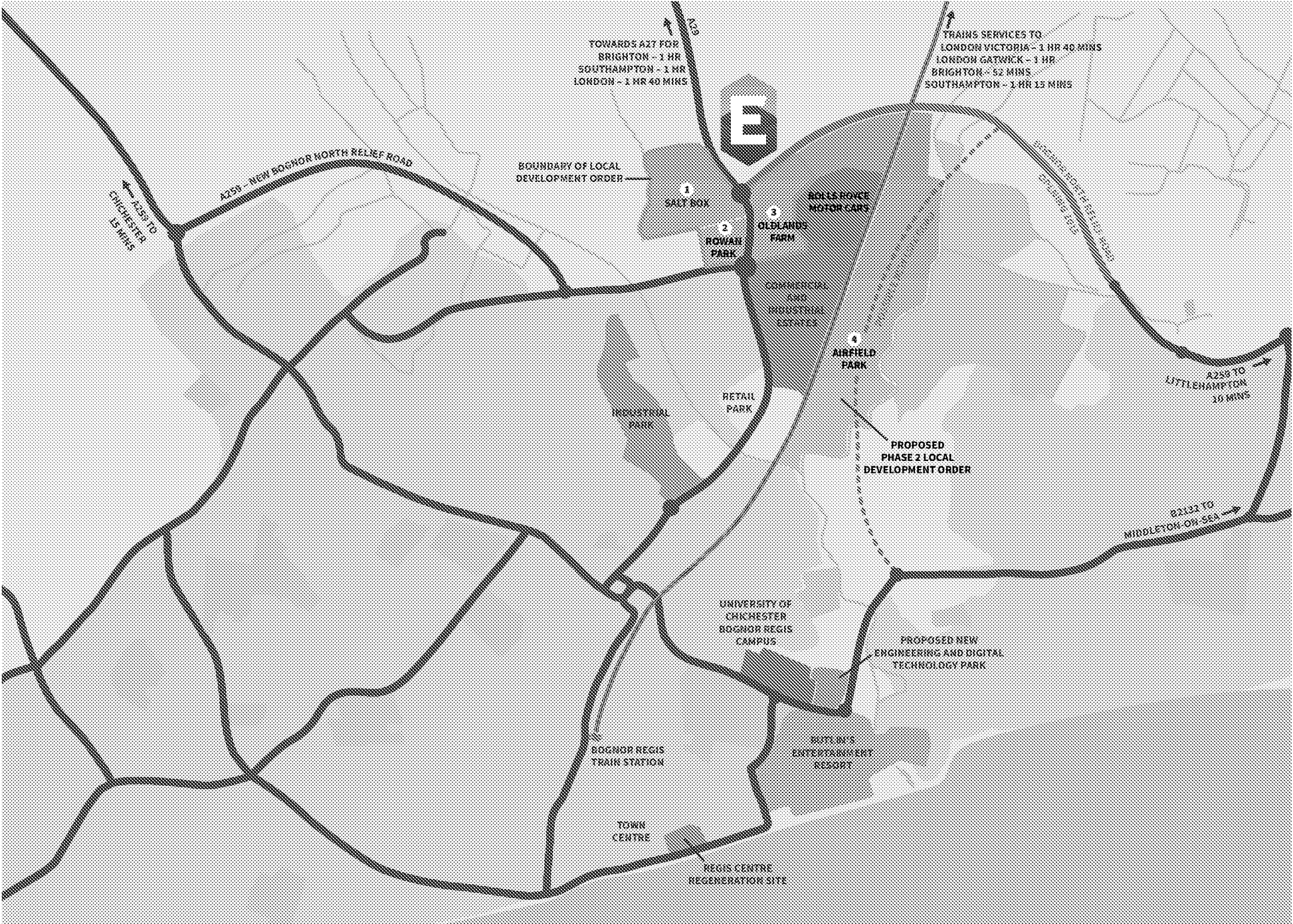
section 2 | context

Enterprise Bognor Regis EBR

Strategic Context

Bognor Regis is a coastal town within the Arun District in West Sussex, between Chichester and Worthing. The town has a strategic position in the region for business development due to its proximity to Heathrow and Gatwick airports, and to international commercial and ferry ports at Southampton, Portsmouth and Shoreham. Bognor Regis is primarily served by the A 259 that connects the town east-west and the A29 that runs along the north south alignment through the EBR sites.

Enterprise Bognor Regis has a prime business location at the intersection of the A29 and Bognor Regis North Relief Road, recently completed.



Enterprise Bognor Regis Strategic Context Map

section 2 | context

Development Parameters

Socio-Economic Context

Shops and services:

Bognor Regis has two distinctive commercial areas, Bognor Town centre where commercial activity is at the heart of leisure and recreational facilities. The second commercial area is located to the south of the application site and runs along the A29 Gateway. This character area identified as the Box development comprises a series of retail parks with large supermarkets, restaurants, shops and services. The area is arranged to suit commercial and operational requirements within the Bognor Regis and regional area with tenants including: Sainsbury's, Burger King, Mc Donalds, Matalan, among other large brands.

In contrast smaller services are present in Shripney to suit the immediate needs of the residential and caravan areas.

Further Education:

The business School at the University of Chichester is located in Bognor Regis. The University of Chichester plans to expand the School of Enterprise Management and Leadership with a further investment in a new Engineering and Digital Technology Park as part of the Bognor Regis Regeneration Board initiatives for local employment and economic growth. This development is expected to complement the new business activities at the application site and in the surrounding area.

Sport and Leisure:

Over the years Bognor Regis has earned a distinctive character as a coastal town. Initially, a fishing settlement, the town has evolved to become a seaside resort in the region. Most of the leisure activity is centered along the sea front attractiveness, which is under assessment by the council to assess the development potential.

Tourism plays an important local role and caravan sites can be found in the suburban area and agricultural area, in the vicinity of nearby towns such as Shripney and Lindsey.

There are two caravan parks also the South of the Salt Box site, Rowan Park and Zedten caravans. Rowan park site is part of the LDO area and subject to be developed at a later phase, Zedten is a larger caravan site embedded within the Industrial Estate and commercial units at the Box development. Smaller caravan parks can be found to the north of the site.

Employment and Industry

Employment and economic growth are the main drivers for the Bognor Regis Regeneration Plan. Since 2007 The Bognor Regis Regeneration Board, has acted as an independent advisory group, a public and private partnership created to provide significant investment and growth within the Arun District Council Region.

As described by the Board:

"There has been important investment in the leisure sector with Bourne Leisure building three new hotels in their Butlins holiday complex. In education, the University of Chichester have based their School of Enterprise Management and Leadership on their Bognor Regis campus which will be joined in 2017/18 with a further £30 million investment in a new Engineering and Digital Technology Park. In the Retail, sector a new Sainsbury's has been developed on a derelict brown field site, bringing over 300 new full and part time jobs. On the opposite side of the A29 Next and Simply M&S Food have opened on the Arun Retail Park. In the manufacturing sector Rolls-Royce Motor Cars are now operating in their recently constructed 400,000 sq.ft Technology & Logistics Centre at Oldlands Farm, an integral part of the Enterprise Bognor Regis cluster of employment sites."

section 2 | context

Socio-economic Context

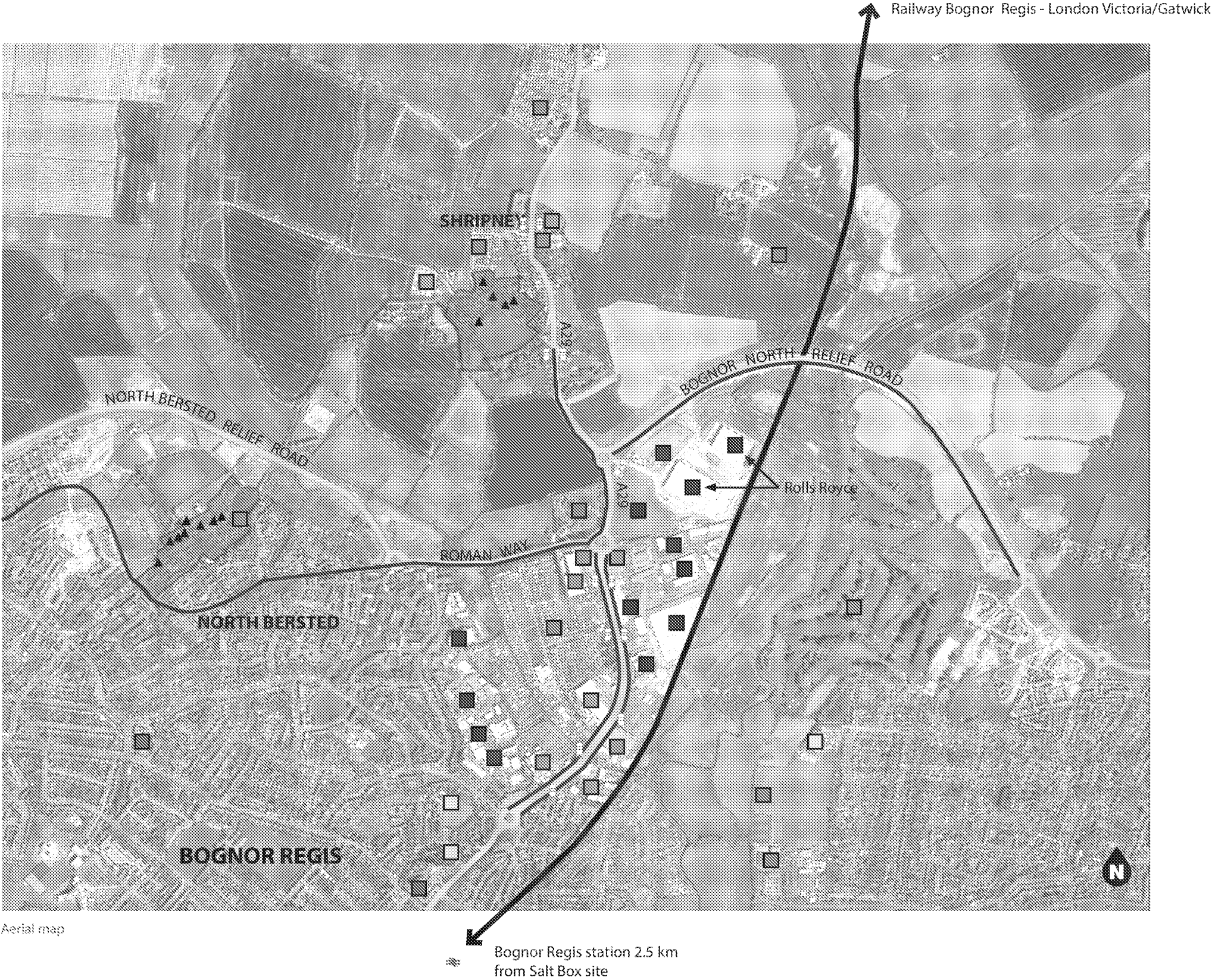
- Site
- Employment & Industry
- Shops & services
- Medical/healthcare
- Sport & leisure
- Place of worship

Transport Context

- Bus stops
- Regional A Roads Network
- Regional B Roads Network
- Regional Railway Network
- Local Cycle Route
- National Cycle Route

Historic Context

- Conservation Area
- Listed buildings



section 3 | salt box context

Site Context

The Salt Box site covers an area of 12 hectares and forms the North West quadrant of Enterprise Bognor Regis, adjacent to the A29. The site is located on primarily flat agricultural land. The site itself is bound to the north by further agricultural land and woods and the end of a line of houses along the A29 leading up to Shripney; to the east by the A29 Shripney Road; to the south by the Rowan Park Caravan Park; and the west by open land natural reserve defined as The Bersted Brooks Local nature reserve.

While there are tree belts along the streams and ditches to the west and parts of the north boundaries and also an area of mature trees on the southeast boundary adjacent to the caravan park site, the presence of trees over the site and A29 boundary is limited. The site is visually enclosed by hedgerows mostly on the west and south boundaries and more visually exposed over the north boundary and east boundary along the Shripney road A29.

Public footpaths run along the A29 Bognor Northern Gateway Corridor and the southeast boundary within the site.

The Bersted Brooks Natural reserve extends over the southern and western boundaries of the Salt Box Parcel and it is a 19 hectare site consisting of meadows, ponds, reed beds and riverine woodland. The area is allowed to flood in winter and temporary pools are found for part of the year.

Overhead electricity cables cross the site over the northern part of the arable field on the portion of land designated by the EBR LDO as the village buffer, a northern part of the mitigation zone between the site and the southern residential zones of Shripney. In addition an easement zone of 6m for SSE access extends along the public right of way over the south east boundary.

section 3 | salt box context

Site Investigation Ground Conditions Context

A site check report has been undertaken by Landmark Information Group with the following conclusions:

Contaminated Land: No significant contaminant linkage has been identified. Accordingly soil and groundwater liabilities are unlikely to occur. No further action with respect to contaminated land Liability is required.

Flooding: further Action is required. The Site is considered to be at an increased risk of flooding from one or more sources.

Please refer to the detailed flood risk screening for further information and recommendations which have been incorporated into the proposals.

Other environmental hazards: No other Environmental Hazards have been identified in the immediate vicinity of the site."

Flood Risk and Surface Water Drainage Context

The application site has been subject to a Flood risk Assessment conducted by Kirk Saunders Associates, which concludes as follows;

Based on Table 2 (Flood Risk Vulnerability Classification) of the NPPF Planning Practice Guide, the Proposed Development is classified as 'Less Vulnerable'.

The site is located within Flood Zones 1, 2 and 3. However coastal flood defences protect the site from tidal flooding up to the 0.5% (1 in 200 year) annual probability event and the modelled level of flood risk from fluvial sources is less than 1% (1 in 100 year) annual probability to all built development. As all built development is effectively in Flood Zone 2 the Proposed Development is considered appropriate development in accordance with Table 3 of the NPPF Technical Guidance.

The surface water network for the site is designed to convey and store surface water from site for all storms up to and including the 1 in 30 year storm event without flooding on site habitable spaces or to adjoining properties with controlled flooding during the 1 in 100 year storm event (plus a 30% allowance for climate change). It is proposed that the Site discharge into Bersted Brooks at 2 l/s/ha to comply with the rate and volume of runoff requirements.

The total required storage volume for the Site is 7650m³. There may be scope for the storage volume to be rationalised at a later stage following detailed design and specific hydraulic modelling. This attenuation volume will be provided in the form of retention/detention basins and permeable pavements.

Flood risk to and arising from the Proposed Development has been classified as low to negligible.

A drainage strategy has been prepared to support the Proposed Development through the planning process. The strategy demonstrates the Proposed Development can comply with the requirements of the NPPF and does not increase flood risk either to or from the Proposed Development.

The proposed areas of car parking will require treatment in line with the water quality parameters for the outfall watercourse / stream.

The on-site drainage will be maintained and inspected on a regular basis to ensure it remains fit for purpose.

This FRA demonstrates that the Proposed Development site can be drained in a sustainable manner through attenuation and infiltration and that the development is not at flood risk from all sources and will not increase flood risk to other parties.

Transport Context

Various appraisals of the transport conditions surrounding the Enterprise Bognor Regis site have been undertaken by the Council in preparation of the LDO to identify major transport related constraints and opportunities relevant to the LDO catchment area. Relevant to Salt Box site the following constraints and opportunities are summarized below.

- ♦ The BNRR provides direct access between the A29 north of Bognor Regis and the A259 at Flansham, bypassing Bognor Regis town centre. Access from the BNRR to the A29 is via a newly constructed roundabout between the village of Shripney and the A29/Rowan Way roundabout.
- ♦ Rowan Park and Salt Box sites, are located to the west of the A29, adjacent to Rowan Way and The A29 / A259 roundabout, which has been designed to provide access to Rowan Park, Salt Box and Oldlands Farm sites. In addition to the primary access, a secondary has been considered as part of any detailed Access from Rowan Way.
- ♦ The A29 / A259 roundabout has been designed to a size that allows the possibility of providing access to Salt Box and Rowan Park sites.
- ♦ The site is close to the Bersted Brooks Local Nature Reserve considered as an area of Local Importance for nature conservation, which currently can be accessed from the A29 and Rowan Way by an existing public right of way on the South boundary of the site adjacent to Rowan Caravan Park. The LNR comprises a net of pedestrian and cycle routes. Following the LDO guidelines any development over the South Western corner of Salt box site must a LNR buffer zone to protect and enhance the LNR, where pedestrian cycle access is encouraged.
- ♦ Given the flooding site conditions, presented by the Flood risk assessment, the highway and car parking layout must be developed in a sustainable manner, with the outfall to watercourse / stream, while providing filtration and attenuation as part of the flood mitigation strategy.
- ♦ The site is subject to LDO Highway conditions and guidelines for primary and secondary vehicular access, where the provision vehicular access, parking area/spaces, facilities for cars, motorcycles and bicycles, turning space, facilities for loading/unloading deliveries, waste storage and collection shall be considered.
- ♦ In the interests of sustainable development and to encourage and promote sustainable transport. A travel plan has also been prepared.
- ♦ The proposed development aims to provide safe movement of pedestrians around the site through footways. Crossing points and the use of different materials to demarcate the pedestrian routes are proposed.

For further information please refer to ADL's Transport Assessment and Travel Plan submitted as part of this application.

section 3 | salt box context

Noise Context

WSP UK Limited was appointed by Arun District Council to undertake a noise assessment for the proposed Enterprise Bognor Regis LDO development site, in Bognor Regis.

In order to inform the assessment, a detailed baseline environmental noise survey has been conducted to establish the prevailing noise environment representative of existing sensitive receptors in the vicinity of the LDO area and sensitive areas of the proposed development, i.e. offices of the employment uses.

The results of the noise assessment were used to ascertain the need for, and likely degree of, mitigation measures required to offer a commensurate level of protection against noise to the future occupants of the proposed offices (from the prevailing noise climate).

The applicants commissioned Sharps Redmore to undertake a noise report to assess the impacts of the proposed development and the compliance with the parameters of the LDO. Relevant conclusions were as follows:

- ♦ An assessment of the existing ambient and background noise levels has been undertaken at the boundary to the nearest residential property on Shripney Road to the north of the proposal.
- ♦ Consideration has been given to the likely noise levels associated with this type of proposal and the levels predicted at the nearest noise sensitive property using SoundPLANTM computer software modelling.
- ♦ Consideration has been given to the acoustic performance of a barrier of appropriate construction and is recommended at 4m height to part of the northern boundary as shown on the SoundPLANTM model to enable appropriate levels and guidance compliance. The impact from operation of the proposal has been assessed against national guidance and existing noise levels.
- ♦ It is concluded that the proposal will operate below existing levels at the boundary with the nearest residential property as proposed and will not cause a significant impact on the health and life of local residents in accordance with the national policy aims contained within the NPPF, NPSE and in accordance with noise guideline values contained in BS 8233:2014, BS 4142:2014 and World Health Organisation Guidelines for Community Noise 1999 together with local aims.

Energy Context

An Energy report has been prepared by Scotch and Partners as part of the hybrid application. An extract from the Planning policy requirements has been taken as follows:

“Energy policies for Arun Council are described within the Arun Local Plan 2011 – 2031 adopted in October 2014. These policies include: “Policy D DM1 Aspects of form and design quality”, “Policy ECC SP1 Adapting to climate change”, “Policy ECC SP2 Energy and climate change mitigation” and “Policy ECC DM1 Renewable energy”.

Through the application of energy saving measures described in the report by Scotch Partners a CO₂ saving of 6% has been achieved over the baseline Part L compliance requirement. 2.4% of the developments regulated energy demand has been sourced from renewable sources, using air source heat pumps. There is also potential to connect to the neighbouring solar farm to source and distribute electrical supply to the development.

Site Historic Context

The application site has been subject to a Heritage Assessment conducted by Terence O’Rourke. Relevant Salt Box site conclusions were as follows;

- ♦ The site proposals are in line with the scale, form and type of development originally considered in the Heritage Statement in 2015 when the site formed part of the Enterprise Bognor LDO.
- ♦ The presently open land between Shripney and the urban edge of Bognor Regis that forms the wider setting of the conservation area setting of Shripney is already influenced by development and the completed A259. Although no effects are predicted to individual heritage assets through changes to their setting, the area south of Shripney will be perceived as less rural in character due to the increased proximity of development. The site proposals include a village buffer zone to maintain a sense of separation between the development and Shripney village and conservation area. This 100m wide open area with the extant east-west orientated electricity transmission line will also accommodate a flood attenuation basis, with structural planting along the northern and north eastern site boundary to further screen development and positively contribute to the wooded character of the southern side of Shripney. No effects on the conservation area are likely to arise as a consequence of the development proposals.
- ♦ The development proposals will involve varying levels of ground disturbance. No previous historical impact or activity is recorded (other than agriculture) and while this may have caused some truncation of below ground archaeological features, where still present but as has been seen in recent investigations in the vicinity this is not sufficient to remove the archaeological resource completely.
- ♦ The nominated archaeological advisor to the local planning authority will ultimately decide the nature of any archaeological investigations deemed necessary prior to the commencement of development at the Saltbox site. Initial works could take the form of non-intrusive geophysical survey if there has been positive use of this technique on the site geology. Further discussions are recommended to agree the most effective investigation strategy but any archaeological works could be secured by the implementation of a planning condition.

section 3 | salt box context

Ecological Context

Aspect Ecology has carried out an ecological appraisal of the proposed development, based on the results of a desktop study and extended Phase 1 habitat survey, with reference to previous ecological survey information undertaken at the site.

The available information confirms that no statutory or non-statutory nature conservation designations are present within the site itself. The Brooks LNR is located adjacent to the west and south of the site, and accordingly, a number of safeguards are recommended which will ensure this designation is not adversely affected under the proposals. All other identified ecological designations are well removed and separated from the site. No such designations within the surrounding area are therefore likely to be adversely affected by the proposals.

The extended Phase 1 habitat survey has established that the site is dominated by habitats of low to negligible ecological value, with the habitats of greatest ecological value in the form of the boundary vegetation and features, which will be retained and incorporated into larger ecological buffer areas. Accordingly, a number of measures and recommendations are set out in order to ensure the suitable protection (and enhancement) of the retained boundary habitats and associated fauna, whilst new planting at the site is proposed, based on the current plans, which will incorporate native species for the benefit of local wildlife, which will result in significant ecological enhancement.

The habitats within the body of the site itself are unlikely to support, or have the potential to support significant use by any protected, rare or notable faunal species, albeit the boundary habitats provide opportunities for use by common nesting birds, whilst evidence of Water Vole has previously been recorded within the boundary ditch. Recommendations and measures are set out in regard to faunal species where appropriate in order to ensure that they are fully safeguarded under the proposals, following which the proposals are unlikely to adversely affect any such species.

In conclusion, subject to the implementation of the measures and recommendations set out, the proposals will have sought to minimise impacts on biodiversity and it is considered unlikely that the proposals will result in significant harm to sensitive ecological receptors. Indeed, where appropriate, opportunities are highlighted to provide a number of ecological enhancement measures as part of the proposals.



section 3 | salt box context

Design Context

The site is identified in the emerging Local Plan (2014) as part of the Enterprise Bognor Regis strategic employment land allocation, where proposed modifications have been approved to include the Salt Box site as an important area for local development, to be delivered in two phases. Also the site has been included as part of the draft Enterprise Bognor Regis Local Development Order which sets general design guidance to be followed throughout the LDO area and identifies three broad character areas where further specific design guidance must be considered in the development of each parcel.

General Design Guidance - Movement

The rural nature of the Enterprise Bognor Regis location is characterized by the efficient movement of people and goods and a fundamental design factor to determine the quality of each development. The movement design guidelines can be summarised as follows:

- ♦ Clear hierarchy of routes to assist legibility and place making.
- ♦ The new A29/A259 Bognor Regis Northern Relief Road (BRNRR) Roundabout is the desirable principal vehicular access to the site and secondary access may be suitable from Steyning Way for pedestrian, cycle and emergency access only.
- ♦ The principal and secondary roads should be 7.3m and 6.5m respectively, suitable to accommodate commercial and public service vehicles that may service the commercial properties within the LDO
- ♦ Hierarchy components to have distinctive character achieved by the use of surface materials and landscape.
- ♦ All estate roads shall be designed to a standard suitable for adoption as public highway, maintainable at the public expense. Cul-de-sac which serve a single or small group of properties may remain private estate roads.
- ♦ Service areas tailor to suit number and frequency of the property or groups of commercial premises function.
- ♦ Legible and safe pedestrians and cyclists network aimed to :
 - ♦ Link main 'social' activity nodes of the estate, bus stops and existing pedestrian/cycle infrastructure.
 - ♦ Be promoted and encouraged as the principal mode of movement for employees between their places of work and 'social' activity nodes
 - ♦ Provide cycle parking, shower and changing facilities close to building entrances with reserve capacity as part of travel plan.
 - ♦ Include the provision of street lighting on the edge of the landscape verge.

- ♦ Existing and proposed bus services should be planned within 400m of the principal entrance to each property or unit of development.
- ♦ Roads within the hierarchy will be visually simple and free from clutter, particularly signs which should be grouped.
- ♦ A consistent palette of paving materials to identify and unify the public routes and spaces of the estate.
- ♦ Private parking associated with each property to accommodate the minimal operational requirement for visitors and staff, giving priority to car sharers. Unallocated car parking provision within the LDO operated and maintained by a management company can be considered. Parking provision will be in accordance with ADC parking standards.

Section 7 of the Design and Access Statement sets out how these recommendations and parameters have been incorporated into the design of the proposed development.

section 4 | character analysis

General Design Guidance – Layout

The Enterprise Bognor Regis LDO set the following Layout guidance:

- ♦ Key spaces will be associated with 'social' activity nodes and placed at the confluence of pedestrian routes within the movement hierarchy to encourage accessibility
- ♦ Formal green areas set to form an integral part of a pedestrian/cycle network aimed to link 'Social' activity nodes and buildings with active frontages across the LDO
- ♦ Legible distinction between publicly accessible space and private areas
- ♦ Service yards, staff car parks, decked parking areas, and refuse and storage structures will be screened either by buildings or planting from main circulation routes
- ♦ Buildings will be set back a minimum of 2m from the edge of the plot boundary, forming a threshold space
- ♦ Development should be designed based upon principals of 'Secured by Design' which includes, segregated pedestrian and cycle routes that can be overlooked from adjacent buildings to assist safety and security
- ♦ Encourage colours and materials less visually intrusive in the façade treatment.
- ♦ The fenestration of buildings suit to commercial scale of the development, avoiding domestic elements
- ♦ Opportunities for low and zero carbon technologies should be sought by:
 - ♦ The use of on-site energy generation (Please refer to the LDO conditions and informatives).
 - ♦ Buildings orientation to maximise the use of natural daylight and allow the use of solar technologies whilst maintaining townscape functions.
 - ♦ Consideration to use low carbon construction methods should be demonstrated
- ♦ Green and brown roofs should be considered
- ♦ All signage and advertisements on the Site shall be subject to the Town and Country Planning (Control of Advertisements England) Regulations 2007 as amended. Signage shall not be permitted above eaves.

These guidelines have been followed to the design of the application proposal.

General Design Guidance – Architecture

Following the general design approach across the LDO area, high quality architecture is key to providing attractive buildings for business and integral to the health and well being of employees. Styles of Architecture across the application site are aimed to foster modern, flexible and innovative business solutions, while maintaining the identity of each part of the development. The following general design guidance has been adhered to in the design of this proposed development.

- ♦ Buildings will be of high quality design and seek to incorporate innovative and creative solutions
- ♦ Buildings are to be simple and robust in form, appropriate to suit the function and reflect the nature of the use and activity of the building
- ♦ Main entrances to buildings should be clearly expressed and be identifiable from the public street network
- ♦ Building heights within the limits of the LDO parameters standard will not exceed 13.5m in height, where marker buildings at entrance nodes may be upto 13.5m depending on the site specific merits.
- ♦ Operational Chimneys or flues to form an integral part of the architecture of the building.
- ♦ Building materials are set to:
 - ♦ Include colours and finishes consistent within the background and building context
 - ♦ Reinforce street legibility,
 - ♦ Avoiding the use of very light and/or bright coloured cladding on large areas in order to minimise the visual impact



Proposed building heights

-  Proposed LDO boundary
-  Zone W1 - West
-  Zone W2 - Gateway Zone
-  Bognor Regis Northern Relief Road

section 4 | character analysis



Proposed land use

- B1/B2 land use
- B2 will be favoured
- Areas may include complementary uses
- Green space
- Attenuation basin location
- Ecological sensitive areas
- Structural planting
- Major existing tree groups
- Primary movement route
- Secondary movement route
- Primary access point
- Potential secondary access point
- Bognor Regis Northern Relief Road

Salt Box specific guidance:

The Enterprise Bognor Regis Local Development Order is zoned. The zoning areas are shown in the zoning plan, where specific areas have been designated to control permitted or excluded land uses and implement specific development parameters that help to identified are of distinct character in response to the spatial context.

Specific Design Guidance – Character

Salt box site is part of Zone W that comprises Salt Box and Rowan Park parcels. Within this zone three distinctive character areas have been identified; The Bognor Northern Gateway Corridor, Salt Box Green and Landscape edge. Also the Shripney Landscape buffer is acknowledged as an area where development is not permitted with the exception of landscape and public pedestrian and cycle route works, to maintain a sense of separation between the Enterprise Bognor Regis development activity and Shripney residential and conservation area.



Proposed zoning

- Proposed LDO boundary
- Zone W1 - West
- Zone W2 - Gateway Zone
- Zone W3 - Village buffer
- Zone W4 - Local Nature Reserve
- Zone E1 - East
- Zone E2 - Gateway Zone
- Zone E3 - Ecology Buffer
- Primary access point
- Potential secondary access point
- Bognor Regis Northern Relief Road

section 4 | character analysis

1) **Bognor Northern Gateway:**

Running along both sides of the A29 the Bognor Northern Gateway is a distinctive area with the opportunity to create a major new gateway to Bognor Regis town. The main design goals of this area can be summarized as follows:

- ♦ Create a major gateway building and marker buildings at nodal points such as the new relief road roundabout and the Shripney Road, Rowan Way roundabout
- ♦ Create a new access point from the relief road roundabout onto the Salt Box site with the potential to create a new access to the site from Rowan Way
- ♦ Provide active built frontage to the A29 and new green corridor while creating a suitably screening for all service yards to the rear of industrial and commercial buildings.
- ♦ Create gaps within the existing tree belt along the boundary of Rowan Park to allow glimpsed views of new buildings. Trees should be retained where possible away from this boundary
- ♦ Development should be use class B1 and/or B2 with potential for complementary uses located on the Shripney Road, Rowan Way roundabout.
- ♦ Attenuation areas will be provided within a parkland setting adjacent towards the southern edge of the Rowan Park development area
- ♦ A minimum 10m strip adjacent to the A29 site boundary shall be retained for landscaping and ecological buffers and will be planted with appropriate tree species



Rolls Royce - Industrial facility Bognor Regis Enterprise



The Regis School



section 4 | character analysis

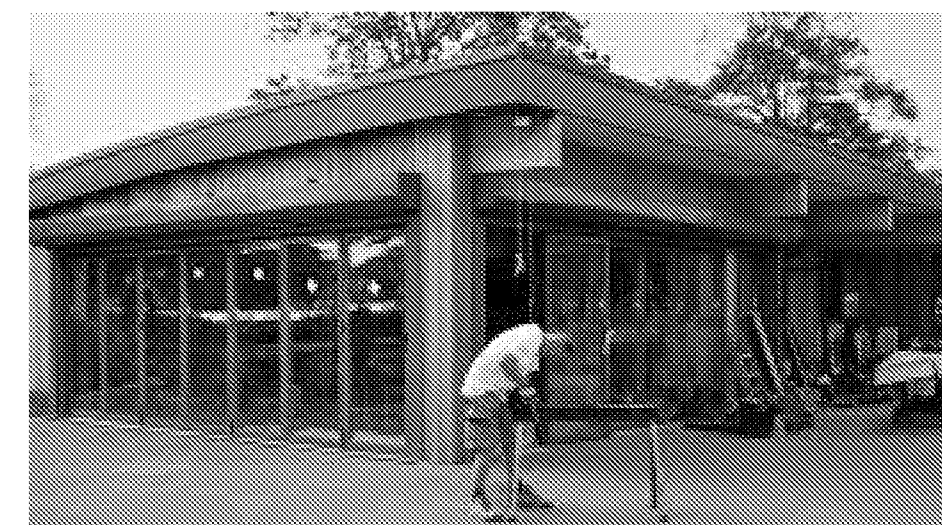
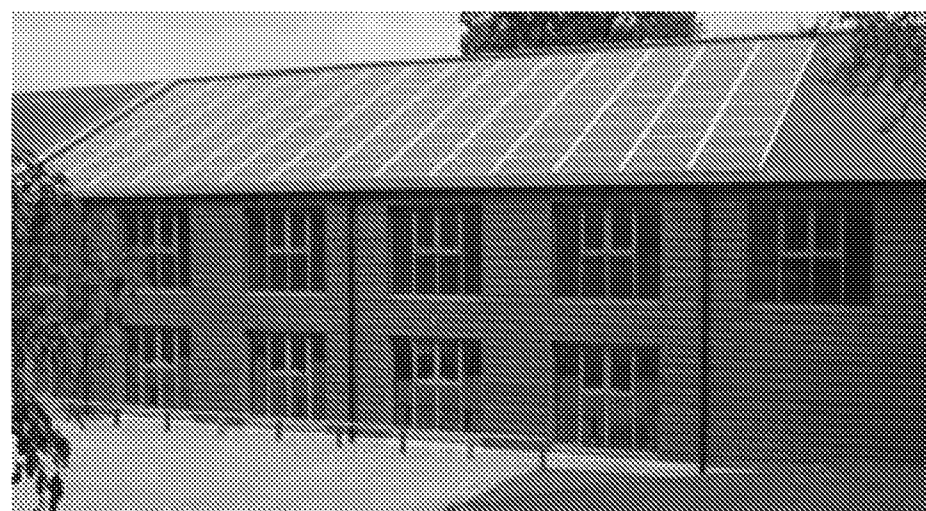
2) Salt Box Green:

Salt Box Green has the aim to respond to the boundary with The Brooks local nature reserve. Recommendations in relation to this area include:

- Establish a social activity node around the formal green, which could include complementary uses, that has pedestrian access to the nature reserve footpaths
- Provide new pedestrian links to the existing nature reserve pedestrian footpath network
- Create a view corridor from the link road roundabout access to the proposed nodal point
- Creative solutions to the boundary treatment with the nature reserve should be explored to give the impression of the landscape penetrating the LDO area
- Land use can include B1, B2 and B8
- Building design should carefully consider its relationship to the nature reserve edge and aim to maximize this opportunity by providing an active frontage to it. Natural materials would be favoured on facades in this location
- Attenuation basins should be landscaped to provide a transition from The Brooks Nature Reserve if sited in this area.
- An ecological buffer zone will be retained adjacent to The Brooks Nature Reserve



Premier Inn Bognor Regis, Shripney



Hothman Cafe



section 4 | character analysis

3) Landscape Edge:

The Landscape Edge should reflect its position at the sensitive northern edge of the Bognor Regis urban area and visual impact on Shripney village. The design objectives are to deliver / accommodate:

- ♦ Landscape strip, including new planting should be provided along the LDO edge, extending the proposed landscaping and flood compensation areas associated with the BRNRR
- ♦ Create a managed landscape area to protect the setting of Shripney village, which includes new tree planting
- ♦ Landscape should be layered to minimise the visual impact along this sensitive development edge
- ♦ Retain the existing public right of way and provide new secure connections to it
- ♦ Land use is appropriate for B2 or B8 uses. B2 uses maybe more appropriate adjacent to Shripney village with B8 more appropriate adjacent to the relief road, A29.
- ♦ Complementary uses should not be located in this location (see land use plan pg 2)
- ♦ An attenuation basin will be included within the buffer area between Shripney village and the development area



section 4 | character analysis

Specific Design Guidance - Materials

Specific Design Guidance – Materials

A set of recommended materials and façade treatments particular to each character zone within the EBR area, have been set in the specific design guidance of the LDO.

Bognor Northern Gateway

Walls: Brick, Insulated wall cladding, curtain wall glazing

Roof: Insulated roof cladding,

Windows: Curtain wall, tinted glass.

Salt Box Green

Walls: Timber cladding, Render, Brick, Stone.

Roof: Slate, Insulated roof cladding, PV systems

Windows: Curtain wall, aluminum frame.

In addition to LDO design guidance on materials, the following can be observed in the site vicinity:

Bognor Regis – Industrial and commercial character areas

Walls: Brick, Insulated wall cladding, curtain wall glazing

Roof: Insulated roof cladding,

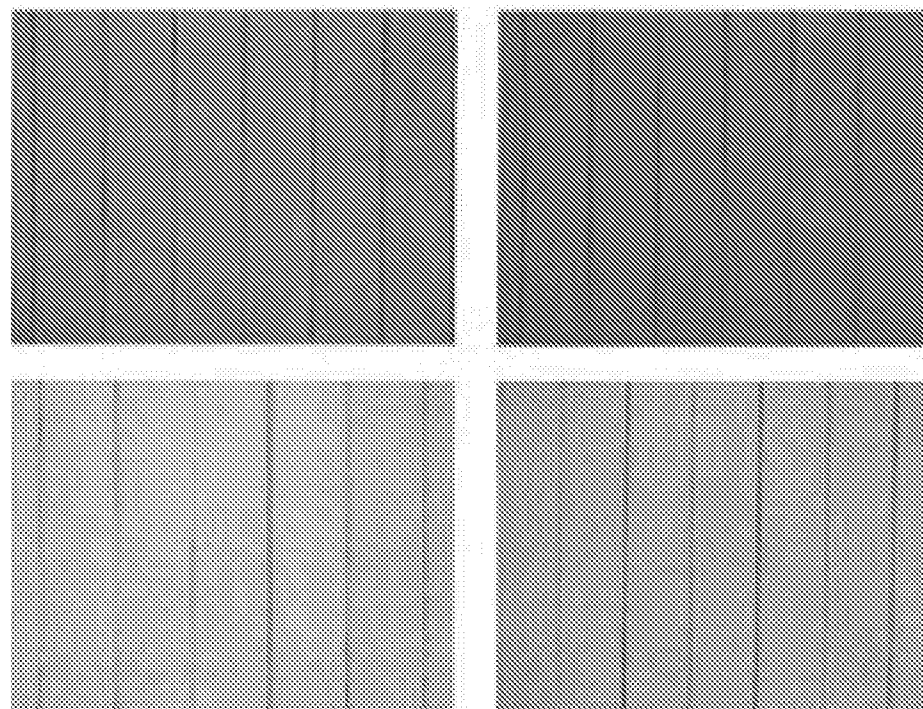
Windows: Curtain wall, tinted glass.

Shripney

Walls: Brick, Timber, Render

Roof: Clay tiles, Slates

Windows: timber frame sliding sashes.



section 4 | character analysis

Views of the Application Site



View 1: Aerial to the North boundary.

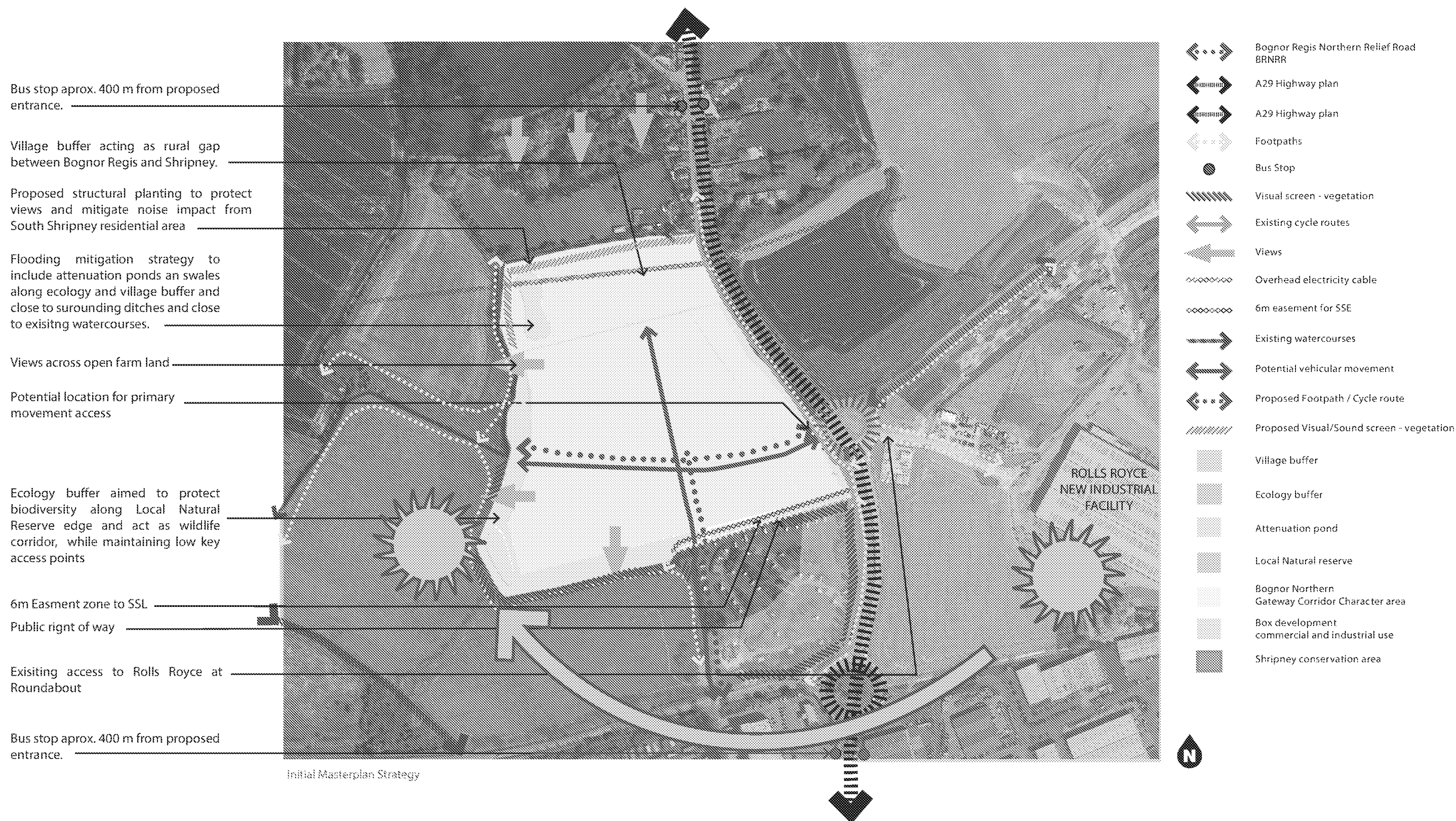


View 2: View to the North - North west boundary towards Shripney.



View 3: View to the South boundary adjacent to caravan park.

section 5 | evaluation - opportunities & constraints



section 6 | development proposal

The Masterplan

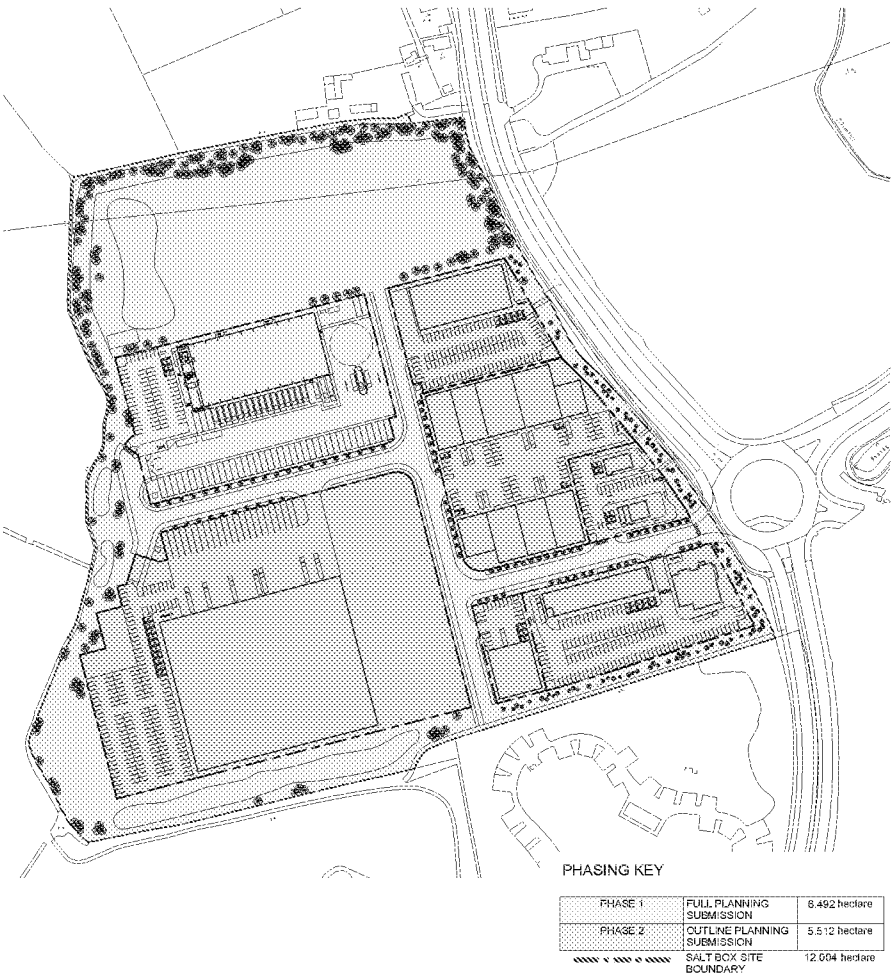
This section looks at aspects of the planning application and masterplan including phasing, landscape, use & amount, appearance, design and public areas and how these have been assessed / designed in accordance with the parameters and requirements set out in the LDO and other relevant local planning policies.

The proposed programme of redevelopment is phased and the phasing corresponds to the outline and full application zones. Phase 1 of the redevelopment programme is the full application area. Phase 2 of the works is the outline application area. Hard landscaping and road works would form part of each development phase.

The total site area measures 12.004 Ha of which the detailed application site measures 6.492 Ha and the outline application site measures 5.512Ha.

The application is submitted as a hybrid application, part in full (Phase 1, detailed in blue) and part in outline (Phase 2, detailed in pink) with scale and access for approval only.

The application is submitted as a hybrid application to allow full details to be submitted for the parcel of land to the rear of the site where the tenant has a requirement for a Class B8 warehouse. This unit has been designed to meet their required specifications and detailed design information is submitted in full for this element, as well as the associated infrastructure and landscaped areas of the wider site.



The Brief – Use and Amount

Phase 1 (Detailed Application)

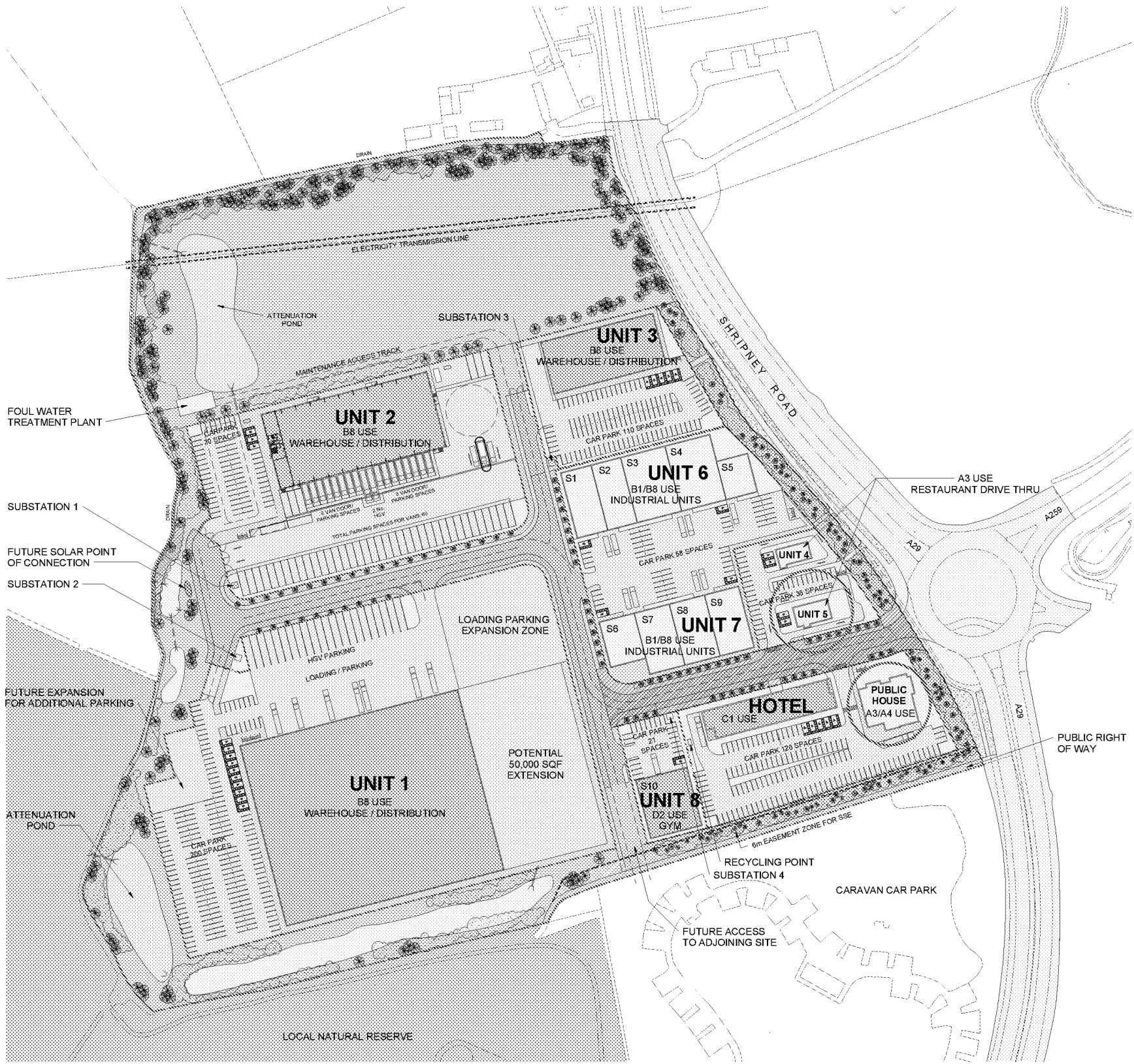
- Phase one comprises the development of the Unit 2 site as a warehouse/ distribution unit (use class B8) with associated offices (use class B1).
- Public open space and landscaping areas.
- Enhance landscape (village, ecology buffers) within the application site
- Highways and access improvements for pedestrian, cyclist and motorist.

Phase 2 (Outline application)

- A Hotel (use class C1) of up to 80 rooms and public house (use Class A3/A4)
- 2 drive thru restaurants (use class A3) (Units 4 & 5)
- A warehouse/distribution unit (use class B8) with associated offices. (use class B1) (Unit 1)
- A warehouse/distribution unit (use class B8) (Unit 3)
- 2 x distribution-business units (use class 50% B1- 50% B8) that provide up to 9 starter units with areas ranging from 500m² to 1000m² per unit. (Units 6 & 7)
- A Gym (use class D2) (Unit 8)
- Each site provides car parking facilities for cycles, motorcycles, small cars and heavy goods vehicles, in addition to services yard areas where needed.

For a detailed breakdown of units areas and car parking spaces provided, please refer to the Phase 1 & 2 area and parking schedules on Page 40

section 6 | development proposal



LAND USE				
PLOT NAME	AREA USE	HEIGHT TO STRUCTURAL HAUNCH	SITE AREA (Acres)	SITE AREA (Hectares)
NOTE 1: PUB	C1 - HOTEL	NOTE 2: 10.5M (3 STOREY)	1.68	0.68
UNIT 1	B8 - WAREHOUSE / DISTRIBUTION	PUB: 7M (2 STOREY)	7.16	2.90
UNIT 2	B8 - WAREHOUSE / DISTRIBUTION	12M	3.29	1.33
UNIT 3	B8 - WAREHOUSE / DISTRIBUTION	10M	1.26	0.51
UNIT 4 & 5	B1 - OFFICES	4M	0.65	0.26
UNIT 6 & 7	A3 - RESTAURANTS	10M	2.39	0.97
UNIT 8	B1 (50%) & B8 (50%) - INDUSTRIAL UNITS	10M	0.44	0.18
SALT BOX SITE BOUNDARY	MIXED USE DEVELOPMENT		29.66	12.00

- PARAMETERS LEGEND:
- A3 - RESTAURANT
 - A3/A4 - PUB
 - B1 OFFICES
 - ATTENUATION POND
 - SWALE
 - B1/B8 - INDUSTRIAL UNITS
 - FOOTWAYS
 - B8 - WAREHOUSE / DISTRIBUTION
 - C1 - HOTEL
 - D2 - GYM
 - FUTURE EXPANSION
 - FUTURE EXPANSION - EXTERNAL AREA
 - SHARED PEDESTRIAN / CYCLE ROUTE
 - GREEN SPACE GATEWAY CORRIDOR
 - GREEN SPACE: ECOLOGY BUFFER
 - GREEN SPACE: HIGHWAY VERGE
 - GREEN SPACE: VILLAGE BUFFER
 - LOCAL NATURAL RESERVE
 - LANDSCAPE
 - VEHICULAR HARDSCAPE AREA
 - HIGHWAY PLAN AREA
 - HIGHWAY
 - SOLAR POINT
 - HIGHWAY PRIMARY CORRIDOR
 - GREEN SPACE: STRUCTURAL PLANTING
 - EASEMENT ZONE
 - MARKER BUILDINGS TO REFLECT LOCAL CONTEXT

section 7 | design code

Design approach

The Design approach for the Salt Box site follows the design guidelines set by the Enterprise Bognor Local Development Order (LDO) whilst also ensuring that the site can be delivered in a viable and commercially sensible way, accommodating tenant requirements where these are known. The purpose of the LDO design guidelines is to outline the design principles that must be followed in the elaboration of the design with the provision of simple built forms, accentuated at key nodes and places set within the rural landscape between Bognor Regis and Shripney.

Layout:

The development is planned to reinforce the movement hierarchy. Key spaces associated with social and commercial uses are close to nodes at convergence of pedestrian routes within the movement of hierarchy to provide access to the site at the roundabout. Industrial use sites, service yards, large parking areas for heavy goods vehicles and refuse storage structures are screened from main circulation routes by commercial buildings at the front, landscape buffer planting and internal highway planting.

Commercial uses such as the Hotel, pub, drive thru units and gym are set over the primary movement corridor at the development access point, within the Bognor Northern Gateway Corridor. B1 and B8 use sites sit over the Salt Box Green area. Industrial service yards, large parking areas for heavy good vehicles and refuse storage structures are screened by commercial buildings from the Bognor Northern Gateway views and by landscape buffer planting and attenuation basins from The Bersted Brooks local Nature Reserve to the South West and village buffer to the North.

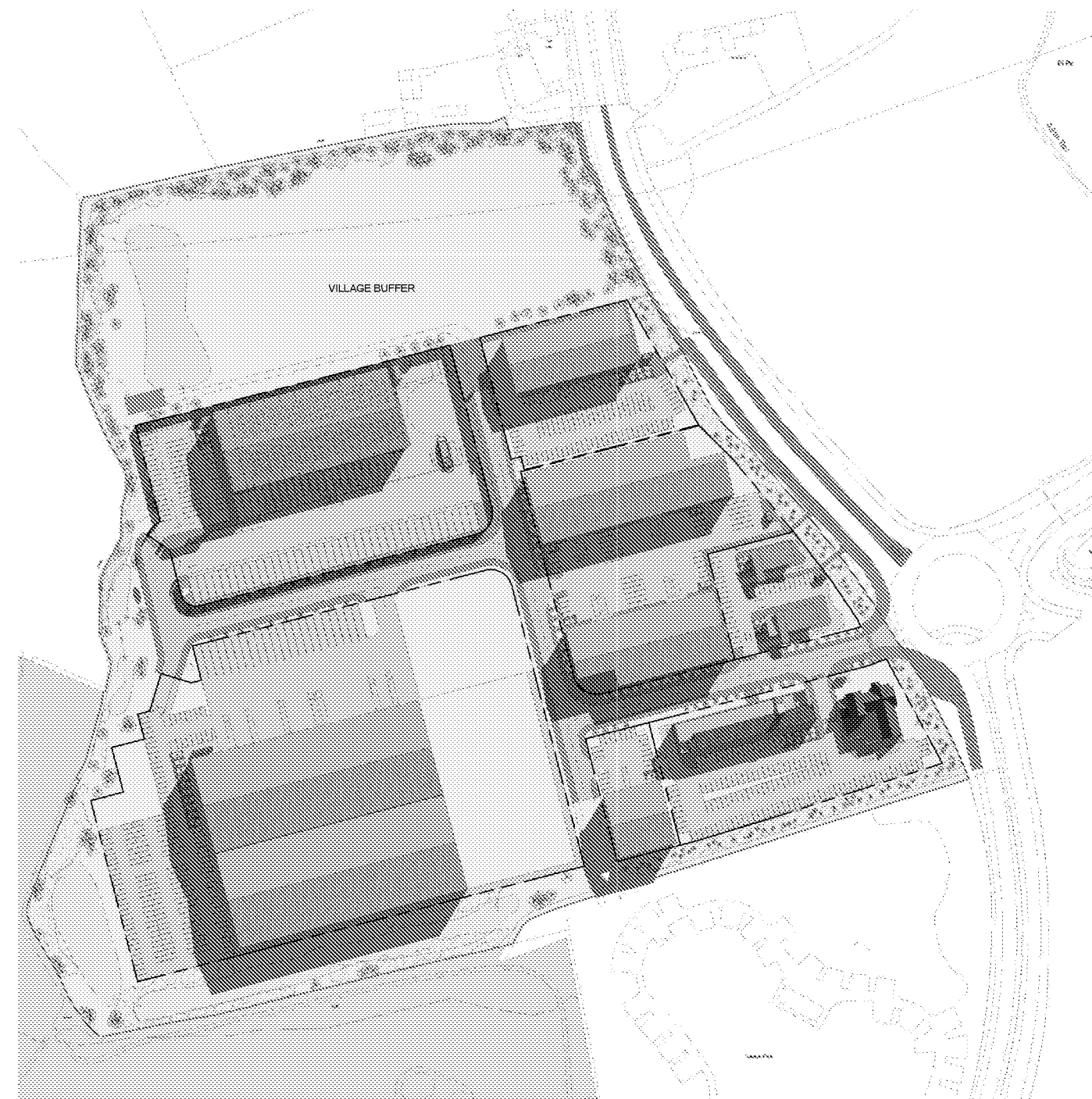
At the primary access road to the development, commercial building fronts are sited to address public space and streets in a close manner. This premier location is for a landmark buildings to consolidate the entrance at the roundabout. These buildings provide a key visual focus point at the site entrance.

The Primary access street leads the way to secondary movement corridors that provide access to the industrial side of the development. Building units are set back to leave parking and service areas close to the road while been screened by the secondary road planting and comprehensive landscaping which is proposed.

Pedestrian and cycle access connects the site along the movement corridor from the main access to the buildings leading the connection to the Local Natural reserve with the provision for future road extension to the west and a link to access Rowan Way on the South. Pedestrian and cycle roads are safely overlooked from the adjacent buildings and tree planting, providing safety and security to road users.

UNIT 2

The building has been located to the north of the site so that the loading area faces south into the main development and away from the residential area of Shripney. Offices and staff car parking are located to the west of the building. The office windows mainly have a western aspect over the car park and fields beyond with additional minor office windows facing north over the landscape buffer and south over the loading bay area. The refuse area and refuelling stations are positioned to the east of the site.

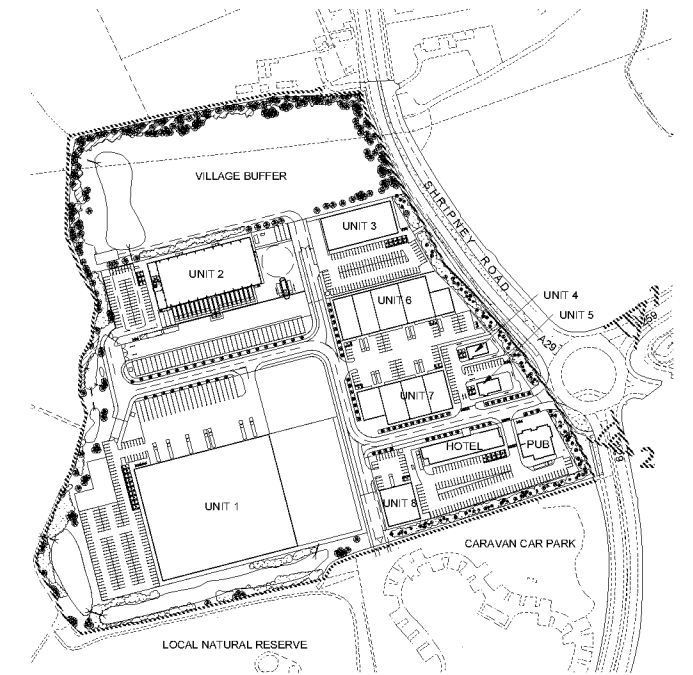


1 BLOCK PLAN - SHADOWS
1:1000

section 7 | design code



View 1: Artists impression of the marker buildings at the nodal point of the new relief road roundabout (Public House and Hotel)



View 2: Artists impression of the site entrance with the marker buildings at the nodal point of the new relief road roundabout (Public House and drive thru restaurants)

section 7 | design code

Building heights:

Following the LDO guidelines, buildings heights within the Salt Box site are limited to 2 commercial storeys (ranging between 10.5 and 13.5m). Taller buildings are located at the entrance designated as key location, therefore giving the opportunity to the hotel, pub, drive thru restaurants and gym to be developed as marker buildings. Lower industrial units sit over the northern edge of the site screened by the Village buffer, where views from Shripney village residential required a more sensitive approach.

Unit 2

The clear internal structural height has been limited to 10.0m to underside of portal frame haunch. This will give a ridge height of approximately 13.5m from finished floor level and an eaves height around 11.5m from the main ground level. The service yard has been set down in the loading bay area by up to 1.3m to enable level loading.

Appearance:

UNIT 2. Detailed Application

The building design is conceived in a modern functional but contemporary style. The form is largely defined by the internal functions of a distribution warehouse with 18 delivery bays supported by 2 storey offices situated on the western elevation. The main personnel entrance is positioned in the centre of the western office elevation which has been accentuated with full height hamlet and anthracite coloured cladding. The offices are additionally clad in coloured alaska grey modular composite cladding with ribbon style windows to the office spaces. This cladding has been utilised at the other end of the building to balance and bookend the elevations. The service loading door elevation is clad in anthracite coloured horizontally laid profiled metal cladding. A 2.0m deep canopy runs to the full length above the loading docks and partly across the bookend composite cladding. This is topped by hamlet coloured horizontally laid profiled metal cladding up to the eaves level.

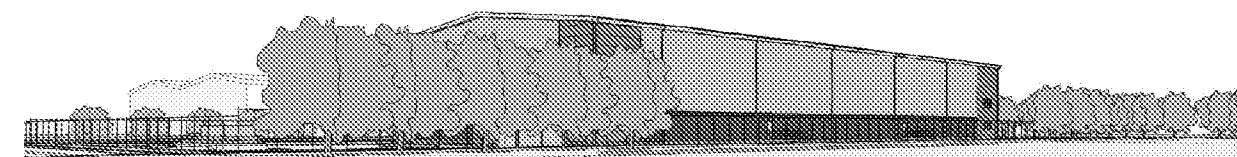
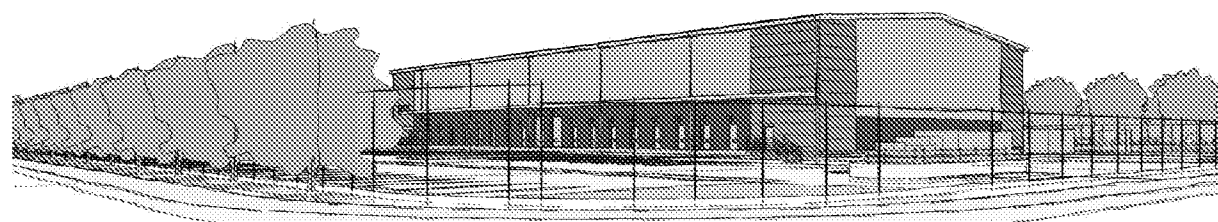
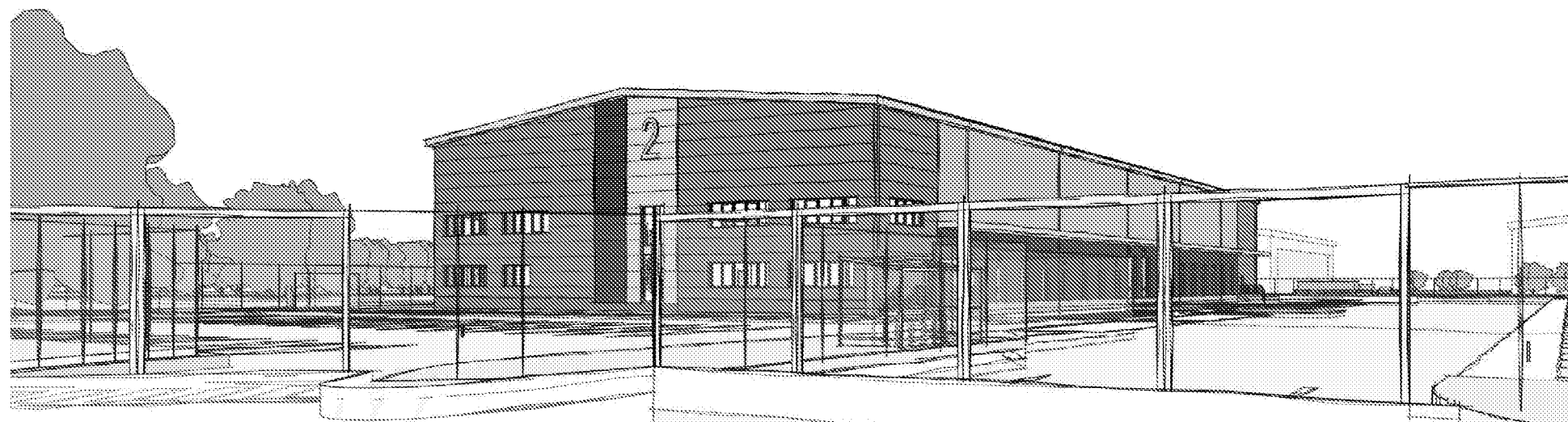
The gutters and fascia are formed in coloured metal to match the end cladding in alaska grey with regularly spaced colour matched rain water pipes to the long elevations.

The roof is clad in standard goosewing grey coloured metal cladding laid at a 6° pitch with 15% rooflights evenly spaced within the profile of the roof cladding.

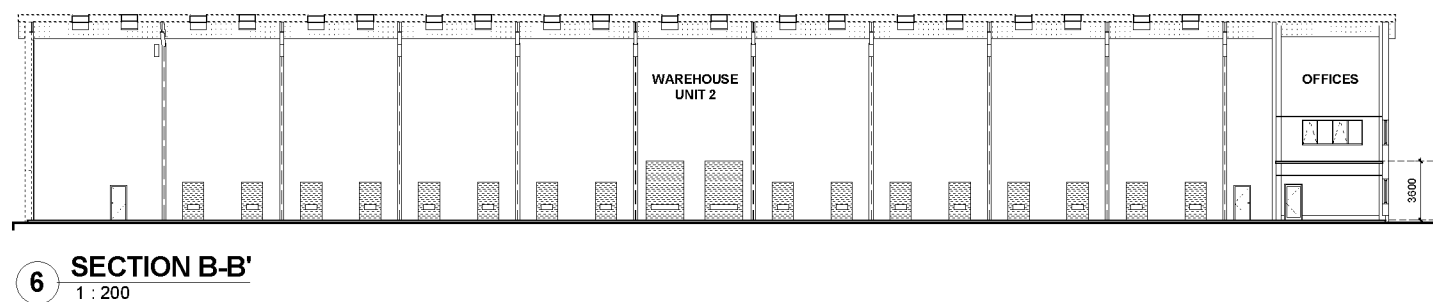
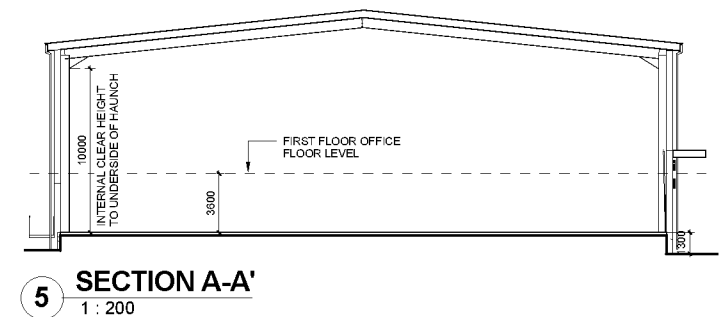
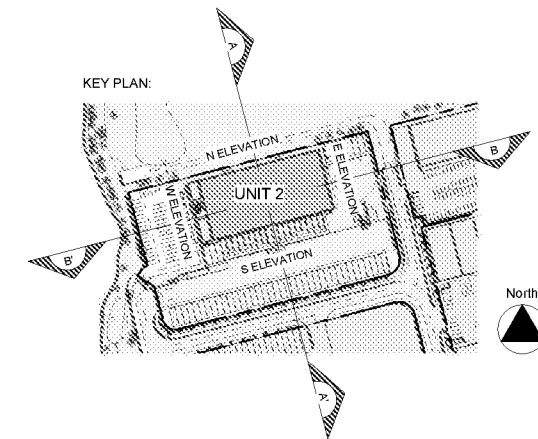
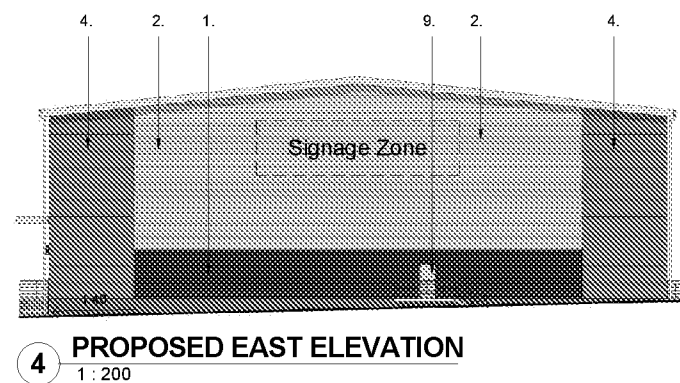
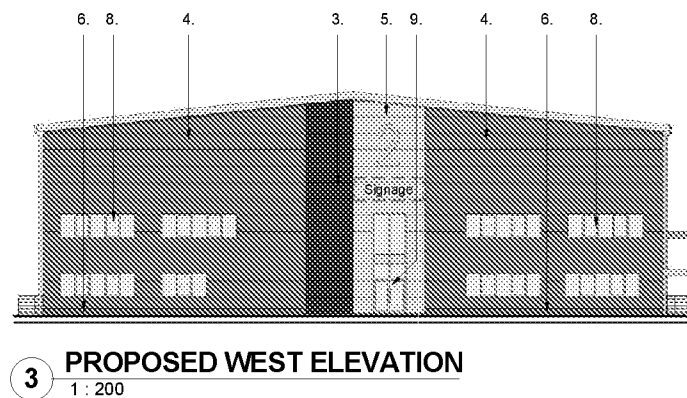
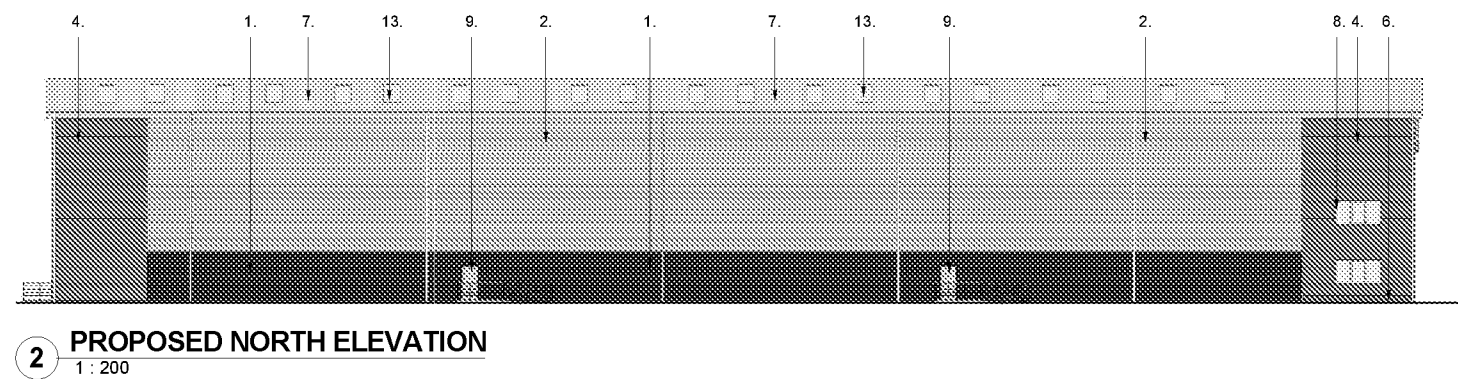
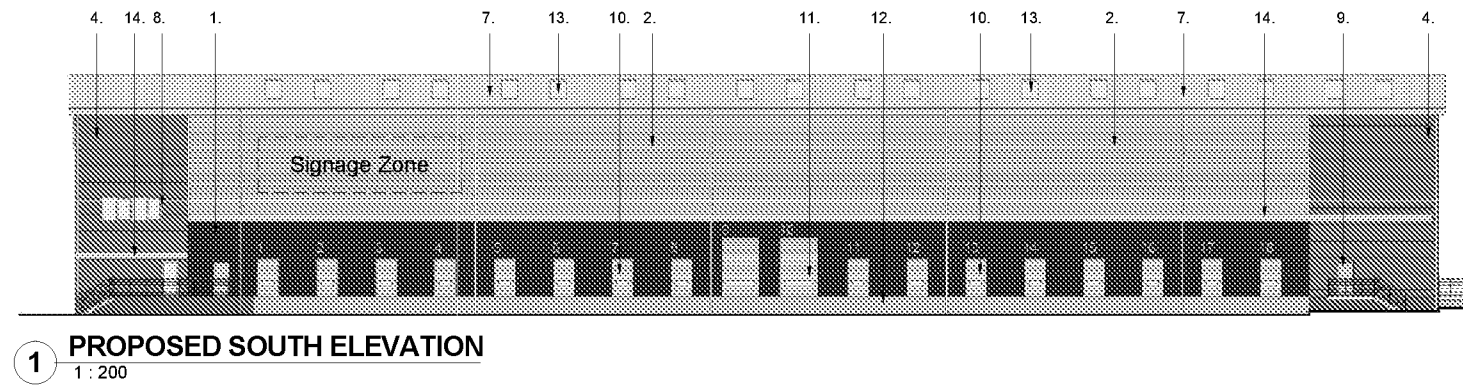
The refuelling point will be formed in armco barrier protected above ground mid/dark green coloured tanks with access ladders and walkways as required and as stipulated by the Fire Brigade and Petroleum Officer.

The site will be secured with either 2.40m high galvanised palisade fencing or paladin fencing with matching vehicle and personnel gates except for the NE corner which will be a 4m high timber acoustic fence. (further details of which are provided in the supporting Noise Assessment by Sharps Redmore)

The service area will be finished in concrete and car park in tarmac and spaces will be marked out in white thermoplastic paint. The site will be landscaped to its perimeter both within the fence and outside as shown on the landscape masterplan. Pavement areas in the car park will be surfaced with coloured concrete blocks.



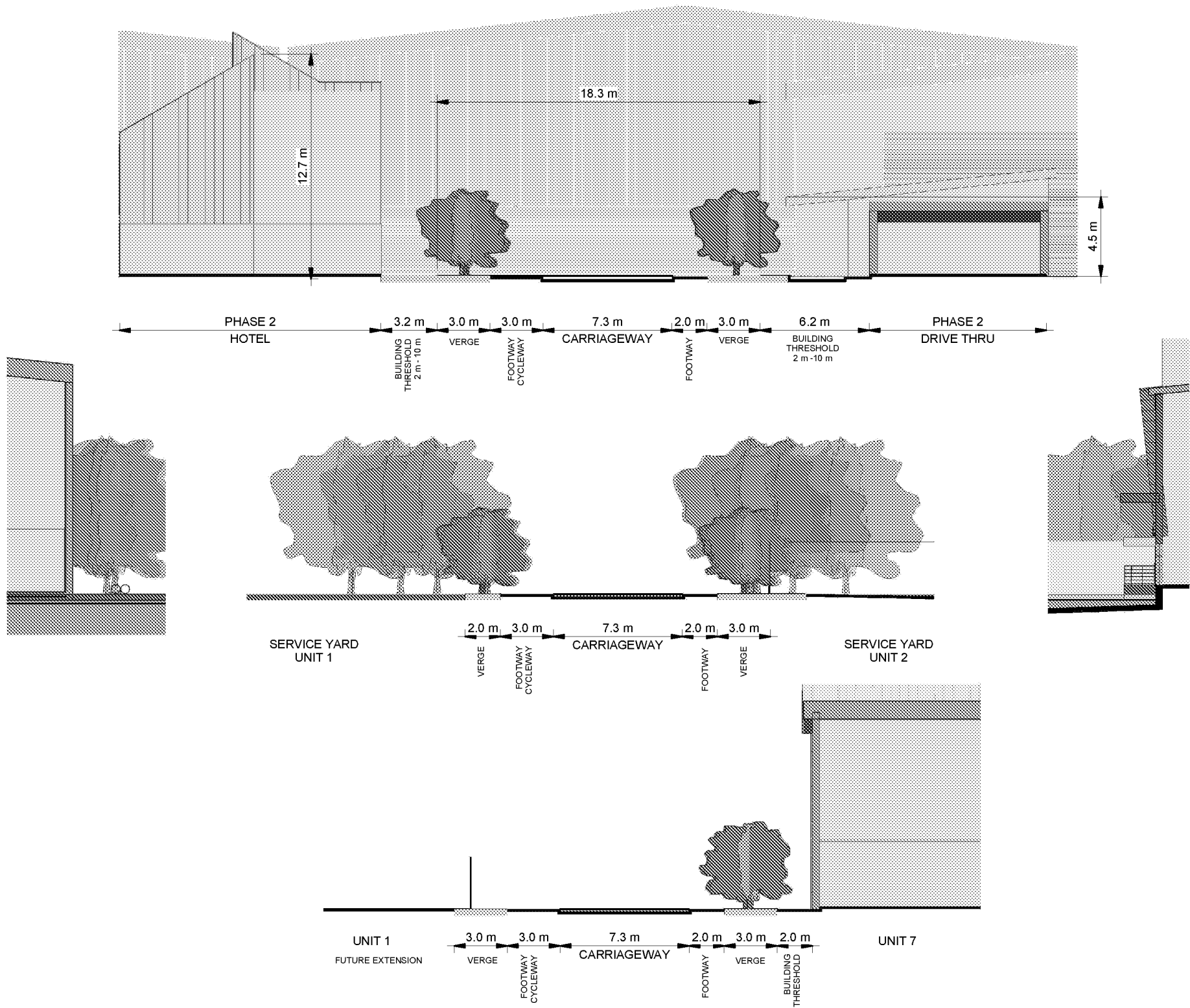
section 7 | design code



MATERIAL SCHEDULE:

1. HORIZONTALLY LAID PROFILED METAL WALL CLADDING, COLOUR: ANTHRACITE
2. HORIZONTALLY LAID PROFILED METAL WALL CLADDING, COLOUR: HAMLET
3. COMPOSITE CLADDING PANEL, COLOUR: ANTHRACITE
4. COMPOSITE CLADDING PANEL, COLOUR: ALASKA GREY
5. COMPOSITE CLADDING PANEL, COLOUR: HAMLET
6. FACING BRICKWORK, COLOUR: TBC
7. COLOUR COATED TRAPEZOIDAL STEEL INSULATED ROOF, COLOUR: GOOSEWING GREY
8. PPC ALUMINIUM ENTRANCE DOORS AND WINDOWS WITH GLAZED SPANDREL PANELS, FRAME COLOUR: HAMLET
9. INSULATED STEEL FACED DOORS, COLOUR: HAMLET
10. SECTIONAL PANEL DELIVERY VAN DOOR, COLOUR: HAMLET
11. SECTIONAL PANEL DELIVERY DOUBLE DECKER DOOR, COLOUR: HAMLET
12. CONCRETE EXPOSED RETAINING WALL
13. ROOFLIGHT, FRAME COLOUR: GOOSEWING GREY
14. PPC FASCIA CANOPY, COLOUR: HAMLET

section 7 | design code

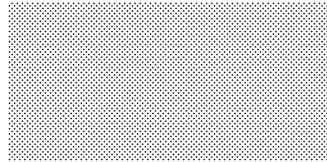


section 7 | design code

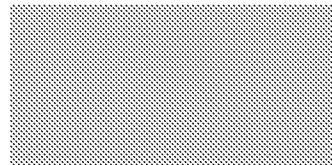
Proposed Colour Palette and Materials



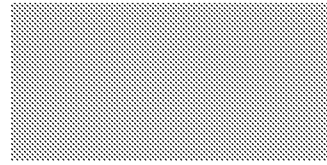
Salmon Red BS:04E51



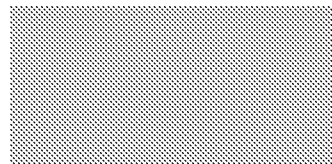
Harniet RAL 9002



Lupin Pink BS:102C33



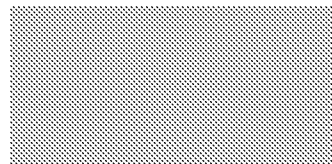
Pompadour BS:202C33



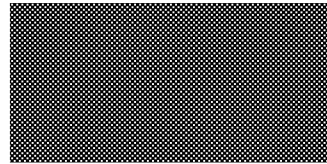
Willow BS:12B17



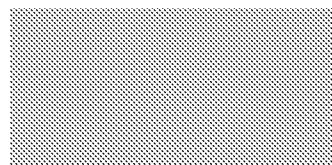
Alaska Grey RAL 7000



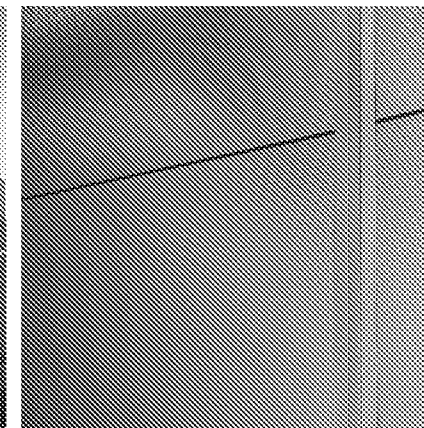
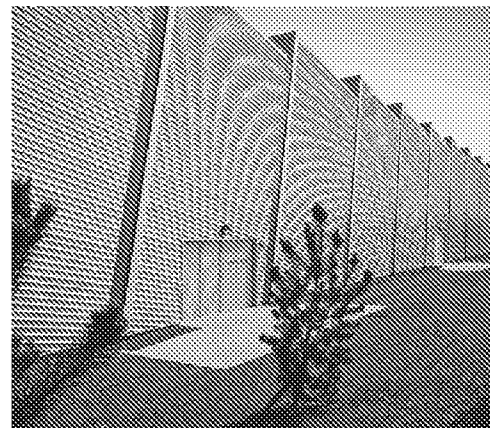
Yellow BS:08D41



Anthracite RAL 7016



Beige BS:08C33



section 7 | design code

Landscape Strategy

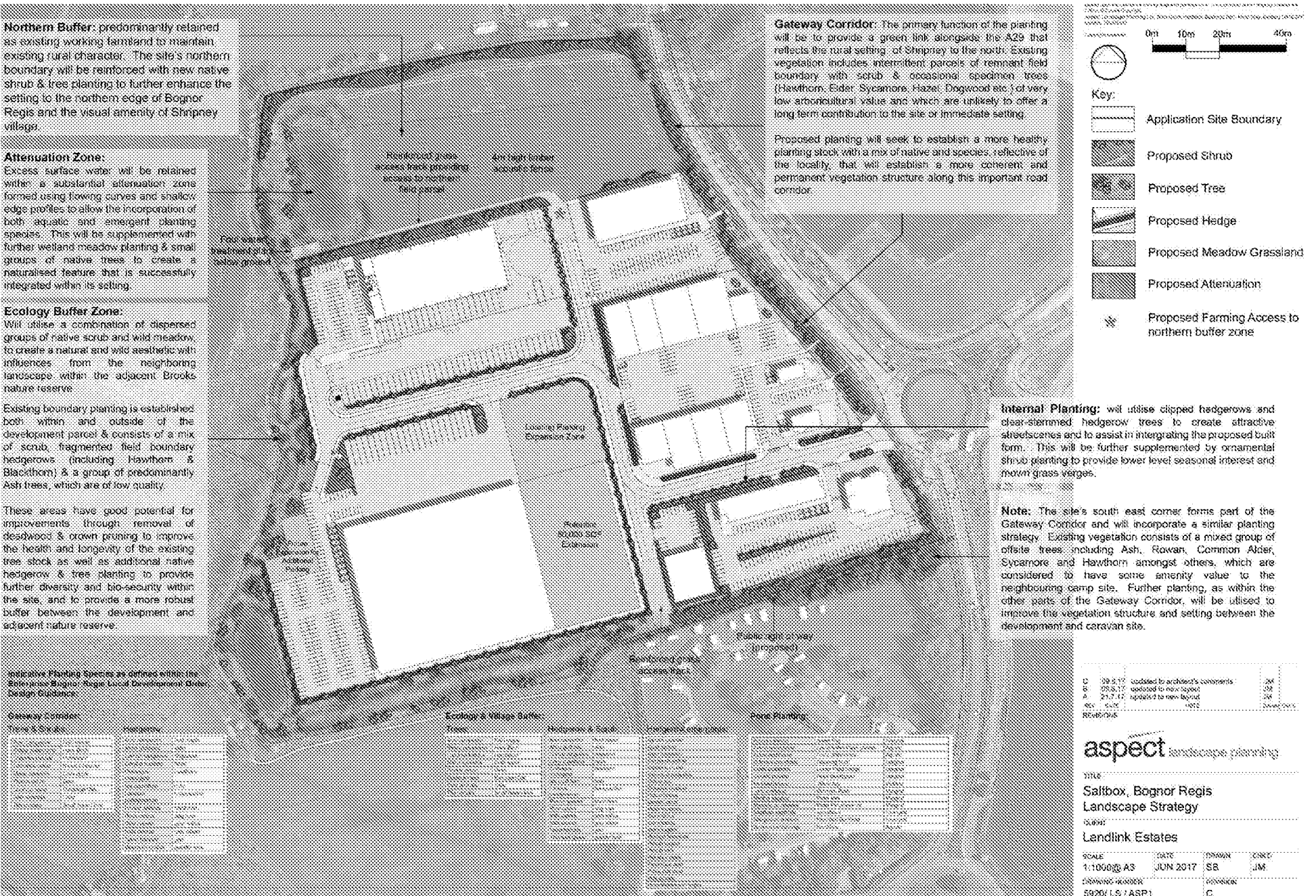
The Landscape proposal (Phase 1 detailed application)

A range of soft and hard landscape areas are proposed. The integrated landscape strategy is part of the development infrastructure and includes site boundaries and access from the A29 corridor (Shripney Road).

The landscape structure includes the following:

- Gateway corridor: adjacent to the A29 (Shripney Road) to continue over the South boundary up to the future access that will connect the site with Rowan Way.
- An ecology buffer with the aim to protect biodiversity and provide wildlife corridors within the application site and to protect the setting of Bersted Brooks Local Nature Reserve.
- A village buffer along the boundary close to Shripney that contributes to preserve the natural gap, while keeping a natural and rural character, and protecting the views from the village and its character.
- Planting strategy has been developed with the following aims and objectives:
 - Gateway corridor planting with a mix of native and non native species, provides a robust green corridor along the approach to Shripney
 - Ecology buffer planting has the aim to enhance and protect biodiversity and provide wildlife corridors that respond to the proximity of sensitive land areas such as The Bersted Brooks Local Nature Reserve.
 - Village buffer planting will strengthen the boundary locations and has the aim to preserve the rural character of Shripney.
 - Retention ponds and swales developed over the green areas area an integral part of the biodiversity strategy and planting of native species reflects the character of these natural areas.
 - Structural planting is set to be provided along the North and North West boundary of the site in order to consolidate the screening and softening the most sensitive views from Shripney over the site.
 - Planting along primary and secondary movement corridor comprises street trees corridors away from the highway to avoid the impact of HGVs over the canopy structure, while shaping the street scale and character.

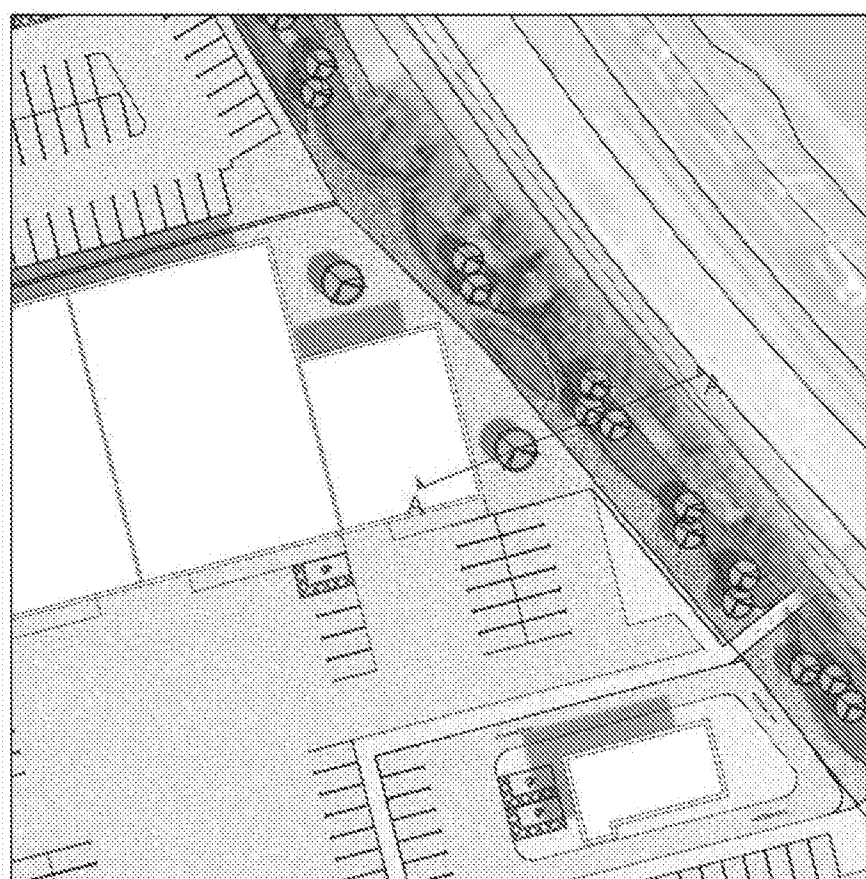
The aspects of the proposal submitted in outline are presented as an indicative layout with scale and access for approval.



section 7 | design code

Public Realm and Landscaping

DESIGN CODES: GATEWAY CORRIDOR

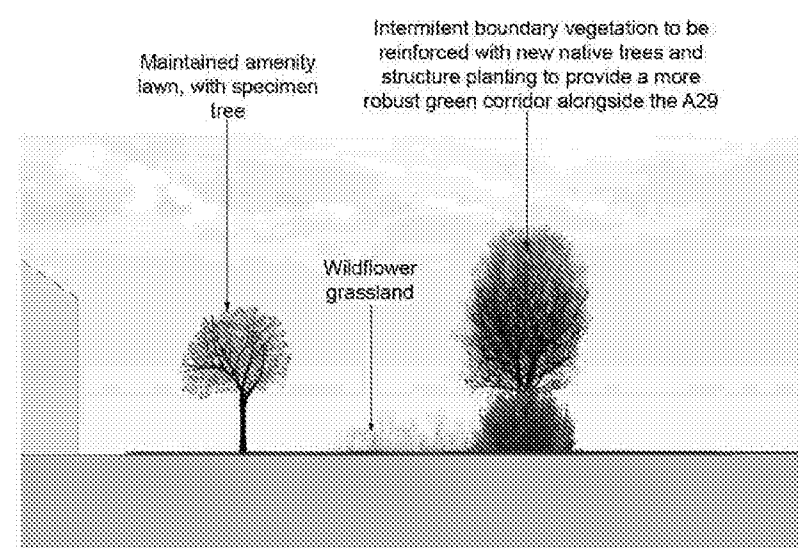


Gateway Corridor:

The primary function of the planting will be to provide a green link alongside the A29. Existing vegetation includes intermittent parcels of remnant field boundary vegetation with scrub & occasional specimen trees (Hawthorn, Elder, Sycamore, Hazel, Dogwood etc.) of very low arboricultural value and which are unlikely to offer a long term contribution to the site or immediate setting.

Proposed planting will seek to establish a more healthy planting stock with a mix of native and species, reflective of the locality, that will establish a more consistent and permanent vegetation structure along the road corridor.

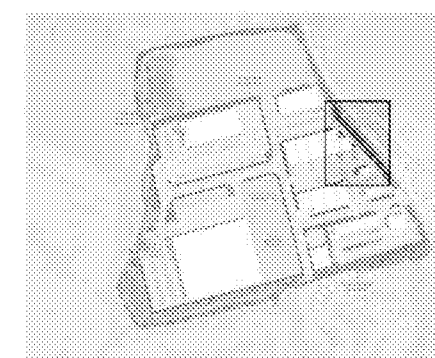
- **Structural native shrub & woodland planting.**
- **Retention of existing roadside vegetation structure where possible.**
- **Native tree planting to provide instant impact.**
- **Filtering views from adjoining road corridor**
- **Creation of a consistent and interlinked wildlife friendly green corridor adjacent to the A29.**



INDICATIVE CROSS SECTION 'A-A'

aspect landscape planning

TITLE		
Saltbox, Bognor Regis Gateway Corridor		
CLIENT		
Landlink Estates		
SCALE	DATE	DRAWN
Not to scale	AUG 2017	SB
DRAWING NUMBER	REVISION	
5920 /ASP06		
NOTES		
Based upon the Gateway Study map and performed in the Context of the Highway Masterplan Phase 2, Green Corridor, Green Corridor Phase 2, Green Corridor Business Park, Bognor Regis, Sussex PO20 2NR Contract 100047240		
Copyright reserved		
No dimensions to be scaled from this drawing.		



(Indicative planting species, in accordance with LDO guidance)

Hedgerow

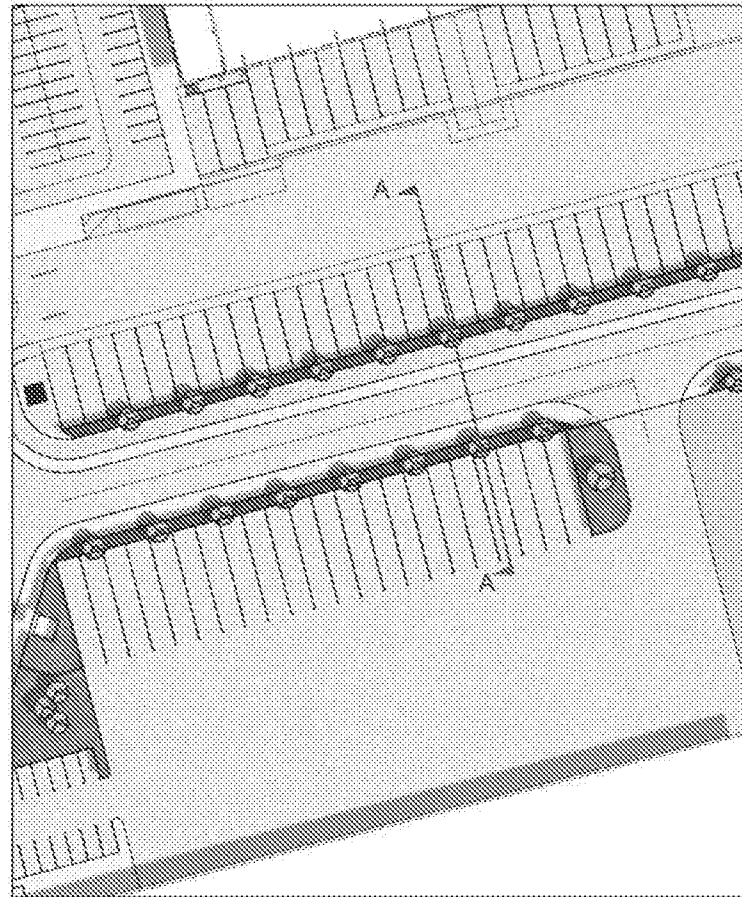
Acer campestre	field maple
Alnus glutinosa	alder
Cornus sanguinea	dogwood
Corylus avellana	hazel
Crataegus monogyna	hawthorn
Ilex aquifolium	holly
Lonicera	honeysuckle
Perilymenum	
Prunus spinosa	blackthorn
Rosa canina	dog rose
Salix repens	goat willow
Salix cinerea	grey willow
Taxus baccata	yew
Viburnum opulus	guelder rose

Trees & Shrubs

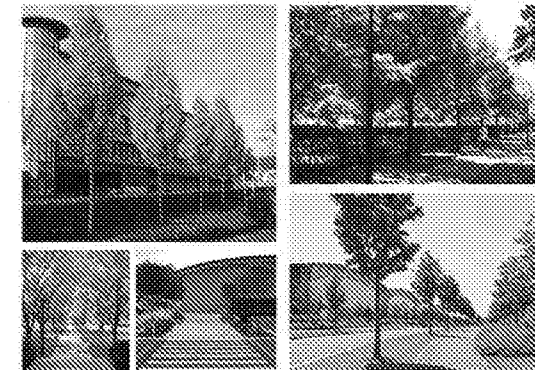
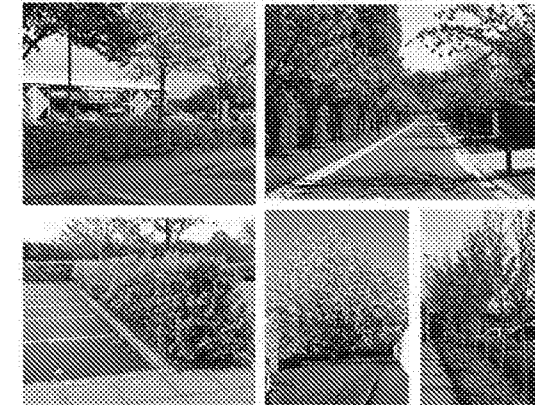
Acer campestre	field maple
Betula pubescens	Harry Birch
Carpinus betulus	Hornbeam
Castanea sativa	Sweet Chestnut
Malus sylvestris	Crab apple
Prunus avium	Gean
Quercus robur	European Oak
Salix viminalis	Osier
Tilia cordata	Small leaved lime

Landscaping - Spine Roads

aspect landscape planning

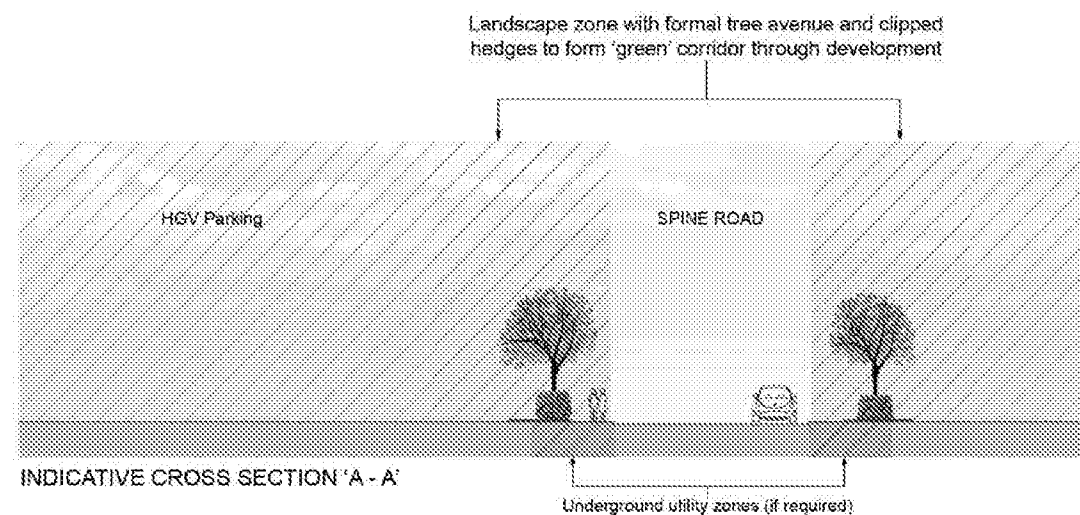
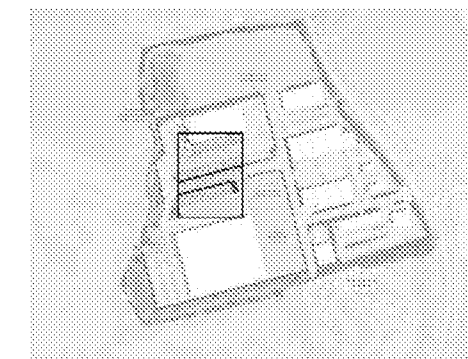


- *Formal tree avenues.*
- *Feature/Ornamental tree species.*
- *Wide grass verges & footways/cycleways.*
- *Formal clipped hedgerows define boundaries*



Examples of formal tree avenues

TITLE	
Saltbox, Bognor Regis Spine Roads	
CLIENT	
Landlink Estates	
SCALE	DRAWN
Not to scale	SS
DRAWING NUMBER	REVISION
5920 /ASP06	
NOTES:	
Notes on the Contents Sheet map are published on the website of the Valleys Strategy (www.valleysstrategy.co.uk) Approved by the Planning Committee of the Valleys Strategy Authority, 10/10/2010 Version 1.0 (10/10/2010)	
Drawings issued	
20/10/2010 is for scaled zone 1 drawing.	

[illegible][illegible]

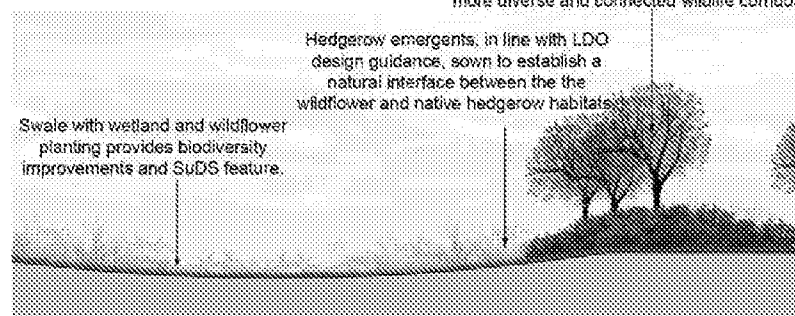
section 7 | design code

Landscaping - Eco Attenuation

DESIGN CODES: ATTENUATION / ECOLOGY BUFFER



Boundary tree & intermittent hedgerow / scrub planting, to be retained & enhanced with new native tree & hedgerow planting to establish a more consistent & robust natural boundary in keeping with the wild nature of this part of the development. This approach will improve the green infrastructure along the west and south west boundaries encouraging more diverse and connected wildlife corridors.



INDICATIVE CROSS SECTION 'A-A'

ATTENUATION



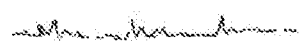
Attenuation ponds allow the slowing down of surface flows before they transfer downstream. This is achieved through the use of a storage volume and constrained outlet. Wet ponds may provide amenity and wildlife habitats.

SWALES



Swales are broad, shallow channels covered by grass or other suitable vegetation. They are designed to convey and/ or store runoff, and can infiltrate the water into the ground.

SOFT LANDSCAPING



Gentle wide areas of grass or other dense vegetation that treat runoff from adjacent impermeable areas.

THE WETLANDS / ECOLOGICAL STORY

The landscape approach will combine a variety of Sustainable Drainage Techniques to provide an integrated drainage strategy across the site. It will incorporate ponds, swales and extensive wetland/wildflower grassland to create important green open spaces and provide biodiversity enhancements.

Ecology Buffer indicates planting species in accordance with LCO guidelines

[illegible]

- Sustainable urban drainage solutions.
- Swales & attenuation ponds.
- Extensive wildflower meadows & wetland planting.
- Provision for biodiversity improvement and ecological benefits.
- Planting up of gaps along boundary locations to provide a robust natural buffer between the development & adjacent nature reserve.

Attenuation Planting: Indicates planting species in accordance with LDC guidelines.

[illegible]

aspect landscape planning

Saltbox, Bognor Regis
Attenuation / Ecology Buffer

CLIENT

Landlink Estates

SCANS

Not to scale AUG 2017 SB

DRAWING NUMBER	REVISION
----------------	----------

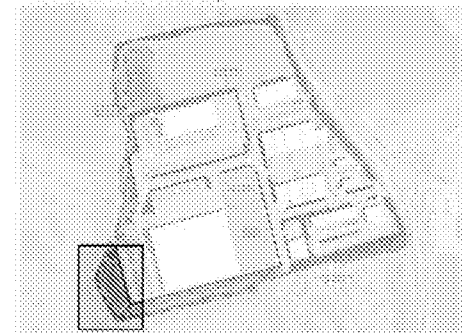
5920 JASPO6

NOTES

Based upon the Conference Record kept and maintained by The Committee of the Agency's Supporting Office of Human Capital.

Approved: _____
Date: _____

For Distribution to: _____



Attenuation Zone:

Excess surface water will be retained within a substantial attenuation zone formed using flowing curves and shallow edge profiles to allow the incorporation of both aquatic and emergent planting species. This will be supplemented with further wetland meadow planting & small groups of native trees to create a naturalised feature that is successfully integrated within its setting.

Ecology Buffer Zone:

Will utilise a combination of dispersed groups of native scrub and wild meadow planting, to create a natural and wild aesthetic with influences from the neighboring landscape within the adjacent Brooks Nature Reserve.

Existing boundary planting is established both within and outside of the development parcel & consists of a mix of scrub, fragmented field boundary hedgerows (including Hawthorn & Blackthorn) & a group of predominantly Ash trees, which are of low quality. These areas have good potential for improvements through removal of deadwood & crown pruning to improve the health and longevity of the existing tree stock as well as additional native hedgerow & tree planting to provide further diversity and bio-security within the site that will also reinforce the boundary vegetation to provide a strong natural buffer to the development.

section 7 | design code

Access strategy

- The site will be provided with an access from the west side of the A29 Shripney Road/A259 Felpham Relief Road roundabout. The proposed access arrangements maintain the existing geometric parameters for the roundabout; but with an additional approach into the site.
- The proposed site access arrangements are similar to those which were proposed as part of EBR LDO; however with a difference being the footway across the site access will be approx. 15m away from the give way line.
- The 2031 reference traffic flow data (which includes the committed development up to 2031) was obtained from WSCC for the following four junctions:
 - A29 Shripney Road/A259 Felpham Relief Road roundabout (Site Access Roundabout)
 - A29 Shripney Road/A259 Rowan Way roundabout (Rowan Way Roundabout)
 - A259/B2132 staggered junction
 - A259 Bognor Road/A27 Chichester Bypass roundabout
- The traffic generation and traffic distribution onto the local highway network has been agreed following an extensive pre-application consultation with WSCC.
- The threshold analysis demonstrates that the increase in traffic on A259 Bognor Road/A27 Chichester Bypass roundabout as a result of the development proposal would only be increased by 1.4% and hence this junction has been discounted from the capacity assessment.
- The capacity assessments of site access roundabout and Rowan Way roundabout shows that the maximum increase in queues as a result of the proposed development would not be significant in traffic engineering terms.

The capacity assessment of A259/B132 staggered junction shows that there would be no increase in queues as a result of the development proposal.

For further information please refer to ADL's Transport Assessment (Accessibility section) submitted as part of this application.

Energy Statement:

The planning application is accompanied by an Energy Statement prepared by Scotch and Partners. The report has been prepared in line with the Arun Council Planning policy and follows an energy hierarchy process from "Be Lean"-energy reduction and energy efficiency to "Be clean" – clean of use of fossil fuels though district heating to finally "Be Green" – use of renewable energy.

"Be Lean – Reduce Energy Demand
The following demand reduction measures have been applied to proposed development:

Passive Measures

- Optimising building orientation to maximise sunlight and solar gains

Active Measures

- Mechanical ventilation with high-efficiency heat recovery will be provided to the offices
- LED lighting and controls throughout
- Smart meters to monitor energy consumption

Be Clean – Supply Energy efficiently
The feasibility of incorporating an on-site heating network or the potential to connect to a local heat network was reviewed. It was concluded that for the following reasons it would not be feasible.

- Due to the low domestic hot water requirement and the lack of sufficient space heating load in the summer period, the base heating load would be too low to warrant the creation of an on-site heating network and warrant the use of Combined heat and power (CHP).
- There are no existing or planned local district heating networks to connect too.
- Localised high-efficiency space heaters such as ASHP's would reduce complexity in operation and maintenance.

Be Lean – Use Renewable Energy

An appraisal of various renewable energy technology options has been carried out, which identified air source heat pumps as the most appropriate renewable technology to the proposed development. However, there may be potential to connect to a neighbouring solar photovoltaic (PV) farm and a potential connection point has been designed inot the scheme.

Overall Carbon Savings
The CO2 emissions for the development have been evaluated against Building Regulations Part L 2013 using the Simplified Building Energy Model (SBEM) v5.3a using DesignBuilder version 5.0.3.007.

Table 1.1 – Development Total Regulated Energy Demand Summary

Measure	Regulated Energy Demand (kWh/m ² /year)	Reduction (%)
Building Regulations 2013 Part L Compliant Development	78,878	
After energy efficiency measures savings – Be Lean	75,918	0.9%
After renewable measures savings – Be Green	72,303	5.8%

Figure 1.1 and Table 1.1 demonstrate the emissions reduction after each stage of the energy hierarchy following the energy reduction measures as summarised above

Salt Box – External Lighting Statement

The proposed external lighting scheme has been designed by Scotch and Partners. It sets out the basis of design and criteria to be adopted for the external lighting design for the development including on site access roads and paths, car parking areas, external surface storage area and landscaped courts.

The design requirement is to provide site wide lighting systems, to facilitate safe and secure movement around the site for pedestrians, cyclists, cars and delivery vehicles. Key drivers include:

- Energy efficiency, dictating that illuminance is directed to areas required, that high efficiency luminaires and lamp sources are used and that lighting is controlled to ensure that luminaires are not lit when not required.
- Minimised obtrusive light spill from the site, dictating that luminaires are selected and directed to manage light distribution to the areas required and to minimise light spill from the site either vertically, that would result in light polution or horizontally, that may be obtrusive to external observers.

section 8 | conclusion

Conclusions and Summary

The site is identified in the emerging Local Plan (2014) as part of the Enterprise Bognor Regis strategic employment land allocation, where proposed modifications have been approved acknowledging that the Salt Box site is an important area for the delivery of new employment development and the associated benefits that it will bring to the area.

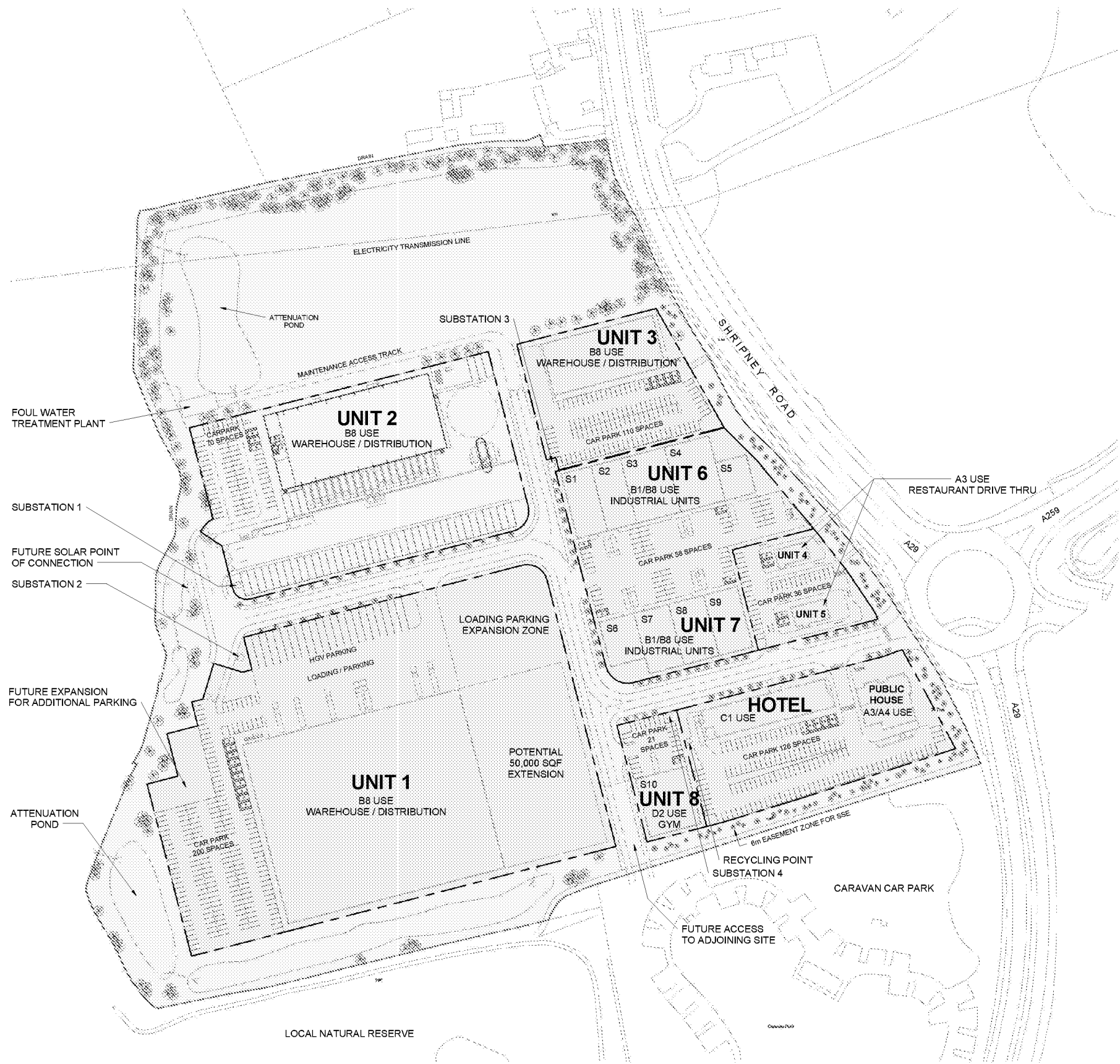
The planning application is submitted as a hybrid application, part in full and part in outline.

Taller buildings are located at the entrance designated as key locations, therefore giving the opportunity for the hotel, pub, drive thru restaurants and gym to be developed as marker buildings. Lower industrial units sit over the northern edge of the site screened by the Village buffer, where views from Shripney village residential required a more sensitive approach. Each site provides car parking facilities for cycles, motorcycles, small cars and heavy goods vehicles, in addition to services yard areas where needed.

The layout and design of the phased proposals meets the key design objectives to create a well integrated mixed use scheme in a commercially viable and practical way which is sensitive to the sites surrounding and respects the character of the local area. In particular the scheme reflects the uses and general configuration for the site specific proposals included in the Enterprise Bognor Regis LDO and reflects the long standing aspirations of the council to deliver employment uses at the site.

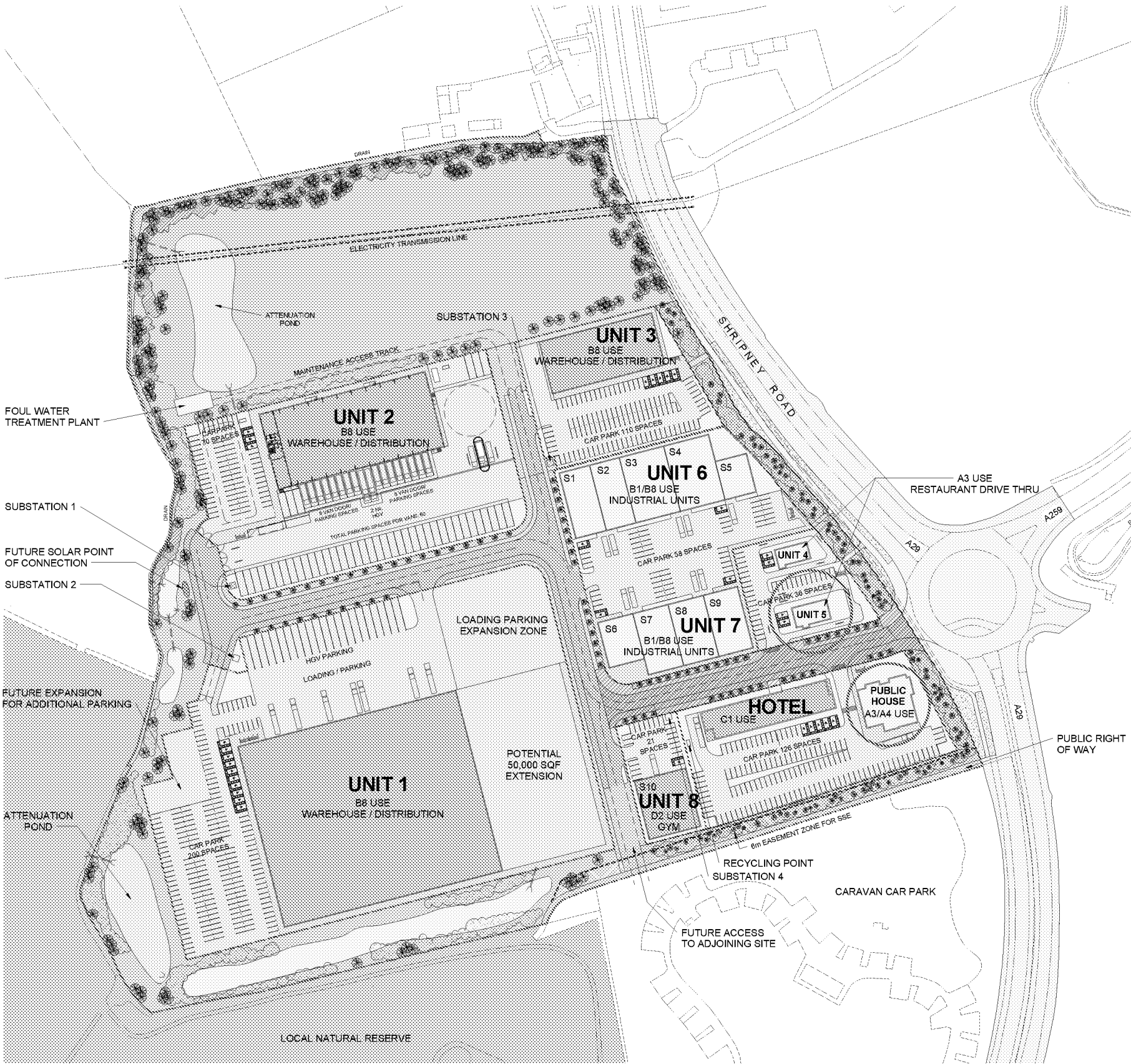
If approved, Landlink will maintain an active involvement on the development of the site, to ensure that a high quality scheme is delivered.

The resultant layout meets an established local need, complies with the aims of the LDO, and will help reinforce Bognor Regis' independence as a thriving community in its own right.



PHASING KEY

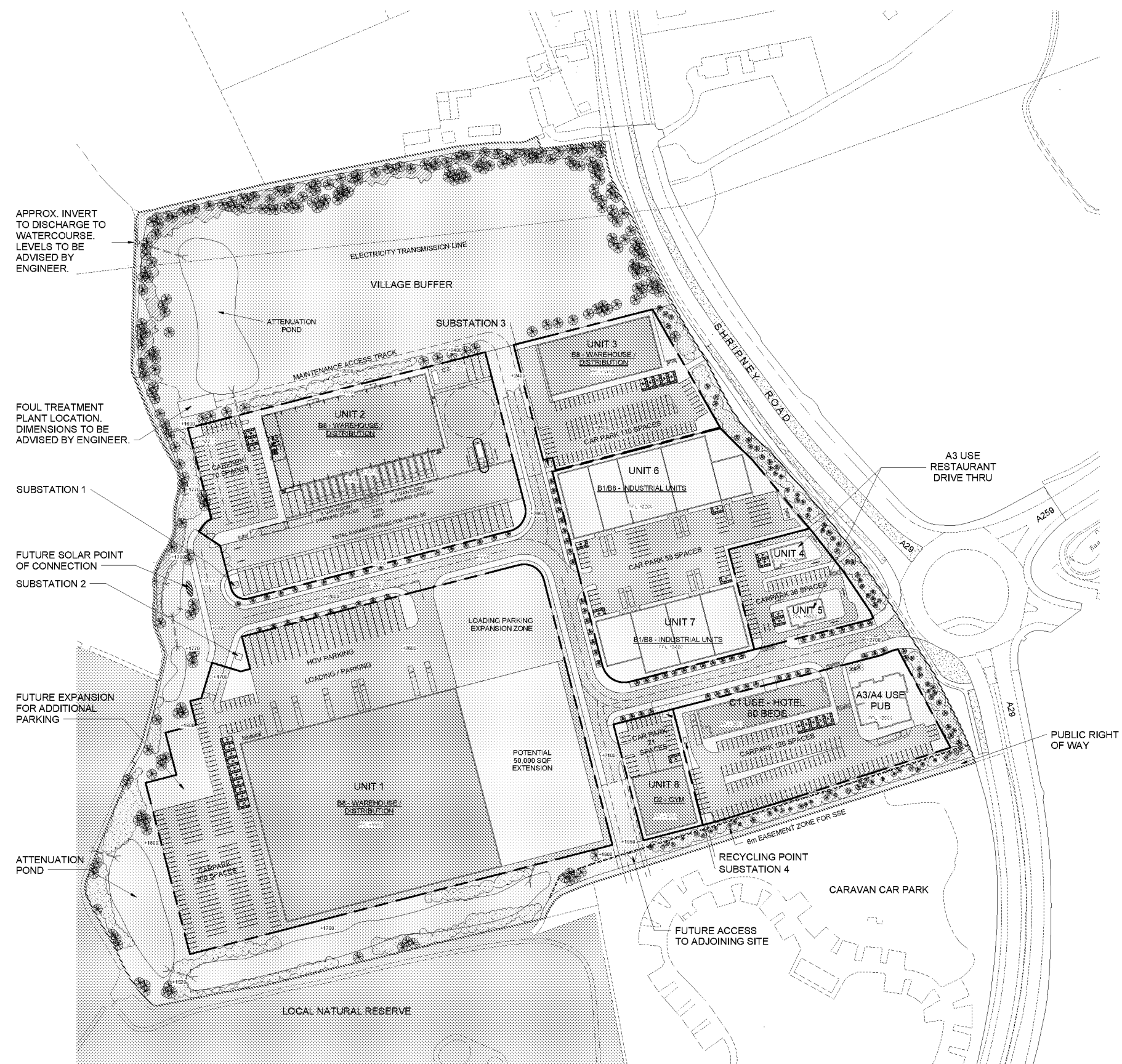
PHASE 1	FULL PLANNING SUBMISSION	6.492 hectare
PHASE 2	OUTLINE PLANNING SUBMISSION	5.512 hectare
SALT BOX SITE BOUNDARY		12.004 hectare



LAND USE				
PLOT NAME	AREA USE	HEIGHT TO STRUCTURAL HAUNCH	SITE AREA (Acres)	SITE AREA (Hectares)
HOTEL 1	C1 - HOTEL	10M	1.68	0.68
PUB	A3/A4 - PUB	10M	1.68	0.68
UNIT 1	B8 - WAREHOUSE / DISTRIBUTION	10M	7.16	2.90
UNIT 2	B8 - WAREHOUSE / DISTRIBUTION	10M	3.29	1.33
UNIT 3	B8 - WAREHOUSE / DISTRIBUTION	10M	1.26	0.51
UNIT 4 & 5	A3 - RESTAURANTS	4M	0.65	0.26
UNIT 6 & 7	B1 (50%) & B8 (50%) - INDUSTRIAL UNITS	10M	2.39	0.97
UNIT 8	D2 - GYM	10M	0.44	0.18
SALT BOX SITE BOUNDARY	MIXED USE DEVELOPMENT		29.66	12.00

PARAMETERS LEGEND:

- A3 - RESTAURANT
- A3/A4 - PUB
- ATTENUATION POND
- SWALE
- B1/B8 - INDUSTRIAL UNITS
- FOOTWAYS
- B8 - WAREHOUSE / DISTRIBUTION
- C1 - HOTEL
- D2 - GYM
- FUTURE EXPANSION
- FUTURE EXPANSION - EXTERNAL AREA
- SHARED PEDESTRIAN / CYCLE ROUTE
- GREEN SPACE GATEWAY CORRIDOR
- GREEN SPACE: ECOLOGY BUFFER
- GREEN SPACE: HIGHWAY VERGE
- GREEN SPACE: VILLAGE BUFFER
- LOCAL NATURAL RESERVE
- LANDSCAPE
- VEHICULAR HARDSCAPE AREA
- HIGHWAY PLAN AREA
- HIGHWAY
- SOLAR POINT
- HIGHWAY PRIMARY CORRIDOR
- GREEN SPACE: STRUCTURAL PLANTING
- EASEMENT ZONE
- MARKER BUILDINGS TO REFLECT LOCAL CONTEXT



NOTES:

- LANDSCAPING - WORK IN PROGRESS
 - LEVELS SUBJECT TO FLOOD RISK ASSESSMENT AND TO BE CONFIRMED BY CIVIL AND HIGHWAY ENGINEER
- EXISTING LEVELS SHOWN IN BLACK
PROPOSED LEVELS SHOWN IN RED
- FOR FULL DETAILED PARKING & AREA SCHEDULE SEE DRAWING NO.1744 - P34

P04 - AREA SCHEDULE PHASE 1					P04 - GEa - PHASE 1		
Building	Description	Level	GIA sqm	GIA SF	Level	Area SQM	Area SF
UNIT 2	B8 - WAREHOUSE / DISTRIBUTION	GROUND FLOOR	2810 m²	30270 SF	GROUND FLOOR	2890 m²	31090 SF
UNIT 2	B1 - ANCILLARY	GROUND FLOOR	230 m²	2480 SF	GROUND FLOOR	260 m²	2800 SF
UNIT 2	B1 - ANCILLARY	MEZZ / 1ST FLOOR	230 m²	2480 SF	MEZZ / 1ST FLOOR	260 m²	2800 SF
UNIT 2			3270 m²		UNIT 2	3410 m²	36680 SF
TOTAL GIA PHASE 1			3270 m²		TOTAL GEa PHASE 2		

P04 - AREA SCHEDULE PHASE 2					P04 - GEa - PHASE 2		
Building	Description	Level	GIA sqm	GIA SF	Level	Area SQM	Area SF
A3-A4	A3/A4 PUB-RESTAURANT	GROUND FLOOR	540 m²	5780 SF	GROUND FLOOR	590 m²	6300 SF
A3-A4			540 m²	5780 SF	A4	590 m²	6300 SF
C1	C1 - HOTEL	GROUND FLOOR	850 m²	9100 SF	GROUND FLOOR	980 m²	10300 SF
C1	C1 - HOTEL	MEZZ / 1ST FLOOR	790 m²	8500 SF	MEZZ / 1ST FLOOR	950 m²	10220 SF
C1	C1 - HOTEL	SECOND FLOOR	790 m²	8500 SF	SECOND FLOOR	950 m²	10220 SF
C1			2430 m²	26160 SF	HOTEL	2860 m²	30740 SF
UNIT 1	B8 - WAREHOUSE / DISTRIBUTION	GROUND FLOOR	9750 m²	104950 SF	GROUND FLOOR	9910 m²	106670 SF
UNIT 1	B1 - ANCILLARY	MEZZ / 1ST FLOOR	930 m²	10040 SF	MEZZ / 1ST FLOOR	980 m²	10500 SF
UNIT 1	B1 - ANCILLARY	SECOND FLOOR	930 m²	10040 SF	SECOND FLOOR	980 m²	10500 SF
UNIT 1			11620 m²	125040 SF	UNIT 1	11870 m²	127780 SF
UNIT 1 - EXT	EXTENSION	GROUND FLOOR	4940 m²	49940 SF	GROUND FLOOR	4980 m²	50390 SF
UNIT 1 - EXT			4940 m²	49940 SF	UNIT 1 - EXT	4980 m²	50390 SF
UNIT 3	B8 - WAREHOUSE / DISTRIBUTION	GROUND FLOOR	1420 m²	15250 SF	GROUND FLOOR	1470 m²	15850 SF
UNIT 3			1420 m²	15250 SF	UNIT 3	1470 m²	15850 SF
UNIT 4	A3 - RESTAURANT	GROUND FLOOR	120 m²	1330 SF	GROUND FLOOR	150 m²	1580 SF
UNIT 4			120 m²	1330 SF	UNIT 4	150 m²	1580 SF
UNIT 5	A3 - RESTAURANT	GROUND FLOOR	100 m²	1700 SF	GROUND FLOOR	180 m²	1980 SF
UNIT 5			100 m²	1700 SF	UNIT 5	180 m²	1980 SF
UNIT 6 - S1	B1/B8 - INDUSTRIAL UNITS	GROUND FLOOR	480 m²	5160 SF	GROUND FLOOR	510 m²	5480 SF
UNIT 6 - S1	B1/B8 - INDUSTRIAL UNITS	MEZZ / 1ST FLOOR	90 m²	960 SF	MEZZ / 1ST FLOOR	100 m²	1130 SF
UNIT 6 - S1			570 m²	6120 SF	UNIT 6 - S1	610 m²	6610 SF
UNIT 6 - S2	B1/B8 - INDUSTRIAL UNITS	GROUND FLOOR	470 m²	5040 SF	GROUND FLOOR	490 m²	5270 SF
UNIT 6 - S2	B1/B8 - INDUSTRIAL UNITS	MEZZ / 1ST FLOOR	90 m²	940 SF	MEZZ / 1ST FLOOR	100 m²	1080 SF
UNIT 6 - S2			550 m²	5970 SF	UNIT 6 - S2	590 m²	6350 SF
UNIT 6 - S3	B1/B8 - INDUSTRIAL UNITS	GROUND FLOOR	710 m²	7610 SF	GROUND FLOOR	730 m²	7900 SF
UNIT 6 - S3	B1/B8 - INDUSTRIAL UNITS	MEZZ / 1ST FLOOR	130 m²	1420 SF	MEZZ / 1ST FLOOR	150 m²	1630 SF
UNIT 6 - S3			840 m²	9030 SF	UNIT 6 - S3	890 m²	9530 SF
UNIT 6 - S4	B1/B8 - INDUSTRIAL UNITS	GROUND FLOOR	710 m²	7660 SF	GROUND FLOOR	740 m²	7980 SF
UNIT 6 - S4	B1/B8 - INDUSTRIAL UNITS	MEZZ / 1ST FLOOR	130 m²	1430 SF	MEZZ / 1ST FLOOR	150 m²	1630 SF
UNIT 6 - S4			840 m²	9090 SF	UNIT 6 - S4	890 m²	9610 SF
UNIT 6 - S5	B1/B8 - INDUSTRIAL UNITS	GROUND FLOOR	290 m²	3070 SF	GROUND FLOOR	310 m²	3310 SF
UNIT 6 - S5	B1/B8 - INDUSTRIAL UNITS	MEZZ / 1ST FLOOR	90 m²	980 SF	MEZZ / 1ST FLOOR	110 m²	1150 SF
UNIT 6 - S5			380 m²	4050 SF	UNIT 6 - S5	420 m²	4470 SF
UNIT 7 - S6	B1/B8 - INDUSTRIAL UNITS	GROUND FLOOR	380 m²	4100 SF	GROUND FLOOR	410 m²	4390 SF
UNIT 7 - S6	B1/B8 - INDUSTRIAL UNITS	MEZZ / 1ST FLOOR	100 m²	1110 SF	MEZZ / 1ST FLOOR	120 m²	1300 SF
UNIT 7 - S6			480 m²	5210 SF	UNIT 7 - S6	530 m²	5690 SF
UNIT 7 - S7	B1/B8 - INDUSTRIAL UNITS	GROUND FLOOR	520 m²	5610 SF	GROUND FLOOR	550 m²	5880 SF
UNIT 7 - S7	B1/B8 - INDUSTRIAL UNITS	MEZZ / 1ST FLOOR	100 m²	1120 SF	MEZZ / 1ST FLOOR	120 m²	1290 SF
UNIT 7 - S7			620 m²	6720 SF	UNIT 7 - S7	670 m²	7160 SF
UNIT 7 - S8	B1/B8 - INDUSTRIAL UNITS	GROUND FLOOR	520 m²	5630 SF	GROUND FLOOR	550 m²	5880 SF
UNIT 7 - S8	B1/B8 - INDUSTRIAL UNITS	MEZZ / 1ST FLOOR	100 m²	1120 SF	MEZZ / 1ST FLOOR	120 m²	1290 SF
UNIT 7 - S8			630 m²	6750 SF	UNIT 7 - S8	670 m²	7170 SF
UNIT 7 - S9	B1/B8 - INDUSTRIAL UNITS	GROUND FLOOR	500 m²	5420 SF	GROUND FLOOR	530 m²	5750 SF
UNIT 7 - S9	B1/B8 - INDUSTRIAL UNITS	MEZZ / 1ST FLOOR	100 m²	1080 SF	MEZZ / 1ST FLOOR	120 m²	1290 SF
UNIT 7 - S9			600 m²	6500 SF	UNIT 7 - S9	650 m²	7010 SF
UNIT 8 - S10	G2 - CYM	GROUND FLOOR	720 m²	7750 SF	GROUND FLOOR	760 m²	8230 SF
UNIT 8 - S10	G2 - CYM	MEZZ / 1ST FLOOR	150 m²	1620 SF	MEZZ / 1ST FLOOR	180 m²	1900 SF
UNIT 8 - S10			870 m²	9380 SF	UNIT 8 - S10	940 m²	10130 SF
TOTAL GIA PHASE 2			27320 m²	294040 SF	TOTAL GEa PHASE 2		

GIA based on RICS Code of Measuring Practice 6th edition – includes lettable & ancillary areas and internal walls.
They are approximate areas of the buildings at the current stage of design for new buildings.
Use of these areas for project viability, pre-letting, lease agreements and the like should make allowance for the following:

- Design development
- Construction methods and building tolerances
- Statutory consents

NOTE: B1-B8 UNITS ASSESSED AS NOTIONALLY
A 50/50 SPLIT FOR THE PURPOSES OF CALCULATING PARKING

P04 - PARKING SCHEDULE PHASE 1						
Building No.	Description	Standard	Disabled	Vans	HGVs	Cycle
UNIT 2	B8 - WAREHOUSE / DISTRIBUTION	67	3	60	2	12
TOTAL PHASE 1		67	3	60	2	12

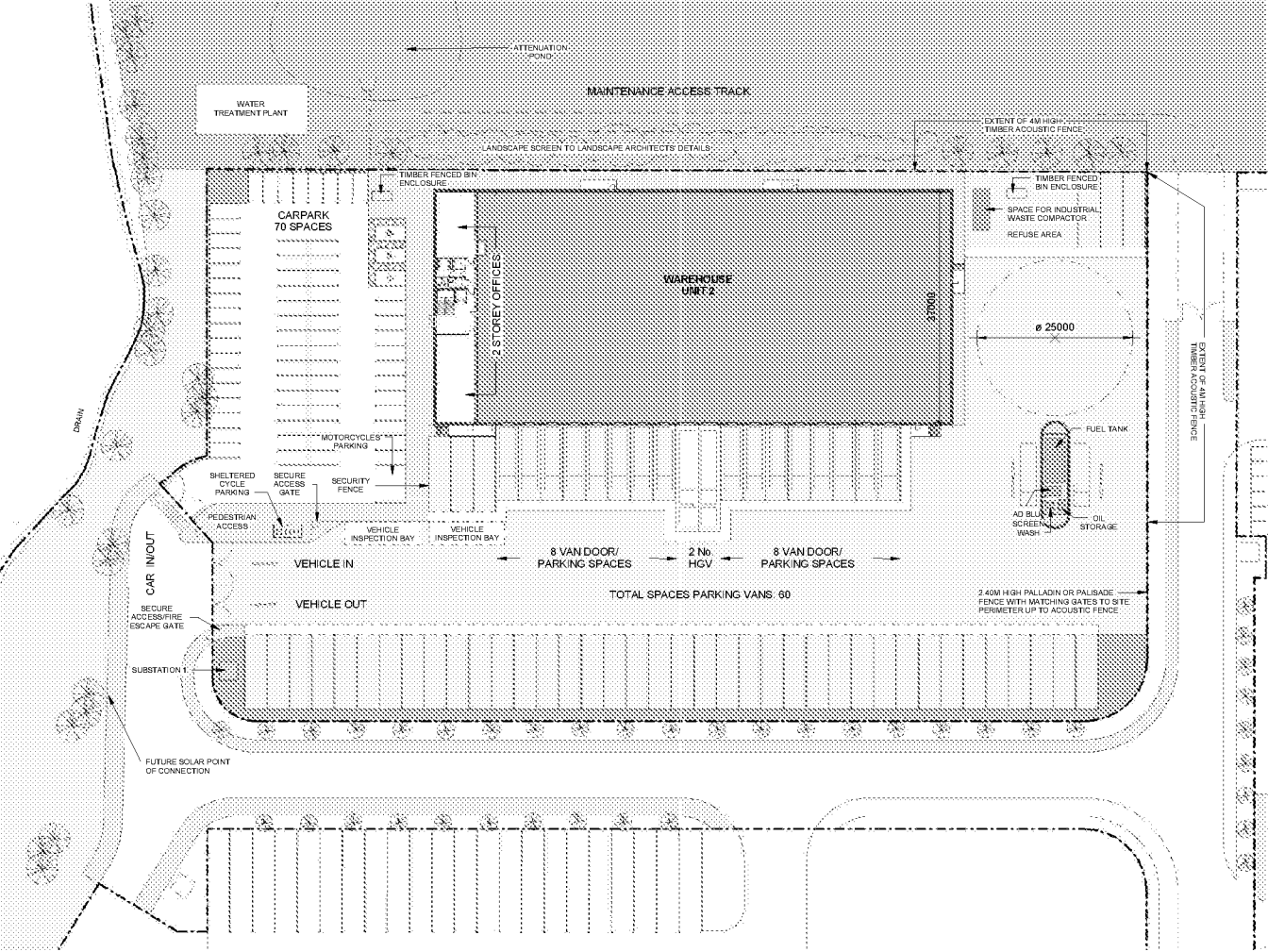
P04 - PARKING SCHEDULE PHASE 2						
Building No.	Description	Standard	Disabled	Vans	HGVs	Cycle
A3-A4	A3/A4 PUB-RESTAURANT	36	3			8
C1	C1 - HOTEL	85	2			8
UNIT 1	B8 - WAREHOUSE / DISTRIBUTION	190	10		22	24
UNIT 1 - EXT	EXTENSION					
UNIT 3	B8 - WAREHOUSE / DISTRIBUTION	105	5		0	24
UNIT 4	A3 - RESTAURANT	17	2			6
UNIT 5	A3 - RESTAURANT	15	2			6
UNIT 6 - S1	B1/B8 - INDUSTRIAL UNITS	6	1	1	0	2
UNIT 6 - S2	B1/B8 - INDUSTRIAL UNITS	6	0	1	0	2
UNIT 6 - S3	B1/B8 - INDUSTRIAL UNITS	6	0	1	0	2
UNIT 6 - S4	B1/B8 - INDUSTRIAL UNITS	6	1	1	0	2
UNIT 6 - S5	B1/B8 - INDUSTRIAL UNITS	6	0	1	0	2
UNIT 7 - S6	B1/B8 - INDUSTRIAL UNITS	6	1	1	0	2
UNIT 7 - S7	B1/B8 - INDUSTRIAL UNITS	6	0	1	0	2
UNIT 7 - S8	B1/B8 - INDUSTRIAL UNITS	6	0	1	0	2
UNIT 7 - S9	B1/B8 - INDUSTRIAL UNITS	6	1	1	0	2
UNIT 8 - S10	G2 - CYM	20	1	1	0	2
TOTAL PHASE 2		522	29	10	22	96

NOTES:

- 50% OF UNIT 6 & 7 AS B1 USE
- 50% OF UNIT 6 & 7 AS B8 USE

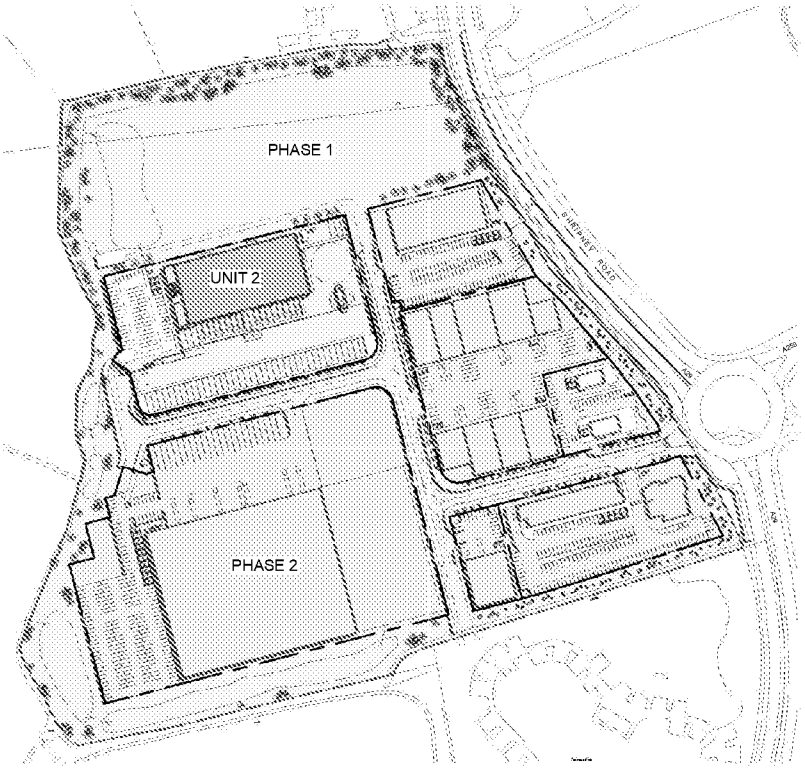
P04 - External surface areas - PHASE 1			
Description	Phase	Area SQM	Area SF
ATTENUATION POND	PHASE 1	3079 m²	33141 SF
FOOTWAYS	PHASE 1	1913 m²	20590 SF
GREEN SPACE GATEWAY CORRIDOR	PHASE 1	3691 m²	39754 SF
GREEN SPACE ECOLOGY BUFFER	PHASE 1	12287 m²	132255 SF
GREEN SPACE HIGHWAY VERGE	PHASE 1	2886 m²	31065 SF
GREEN SPACE VILLAGE BUFFER	PHASE 1	19410 m²	208924 SF
HIGHWAY	PHASE 1	4989 m²	53699 SF
LANDSCAPE	PHASE 1	518 m²	5578 SF
SHARED PEDESTRIAN / CYCLE ROUTE	PHASE 1	1519 m²	16351 SF
SOLAR POINT	PHASE 1	19 m²	203 SF
SWALE	PHASE 1	2596 m²	27940 SF
VEHICULAR HARDSCAPE AREA	PHASE 1	8888 m²	95670 SF
TOTAL EXTERNAL SURFACES PHASE 1		61795 m²	665157 SF

P04 - External surface areas - PHASE 2			
Description	Phase	Area SQM	Area SF
FOOTWAYS	PHASE 2	3680 m²	39600 SF
FUTURE EXPANSION - EXTERNAL AREA	PHASE 2	3530 m²	38000 SF
LANDSCAPE	PHASE 2	3240 m²	34900 SF
VEHICULAR HARDSCAPE AREA	PHASE 2	21130 m²	227400 SF
TOTAL EXTERNAL SURFACE AREA PHASE 2		31580 m²	339900 SF



1 PROPOSED SITE PLAN
1 : 500

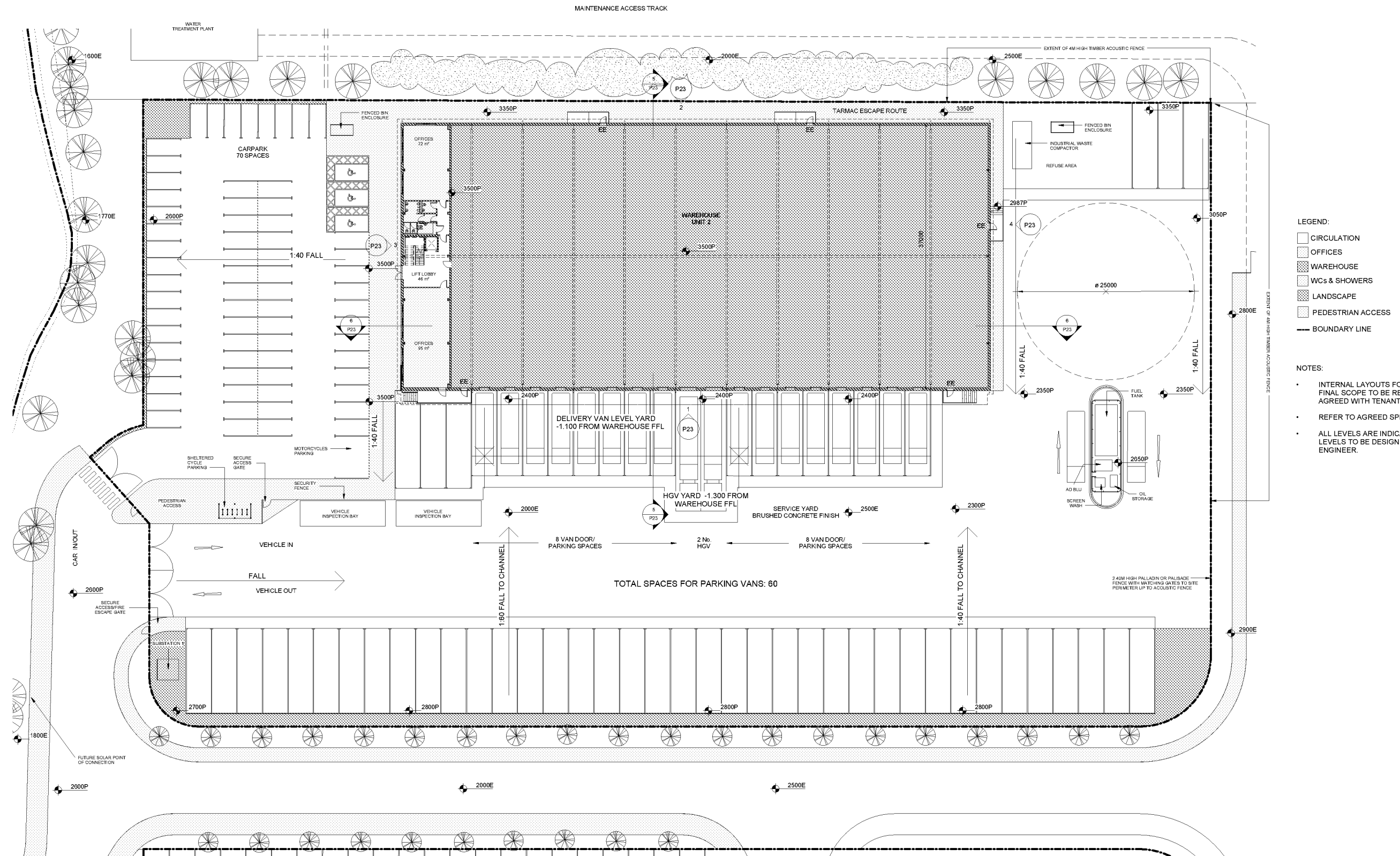
- LEGEND:
- WAREHOUSE
 - OFFICES
 - LANDSCAPE
 - PEDESTRIAN ACCESS
 - BOUNDARY LINE



2 LOCATION PLAN
1 : 2000

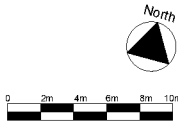
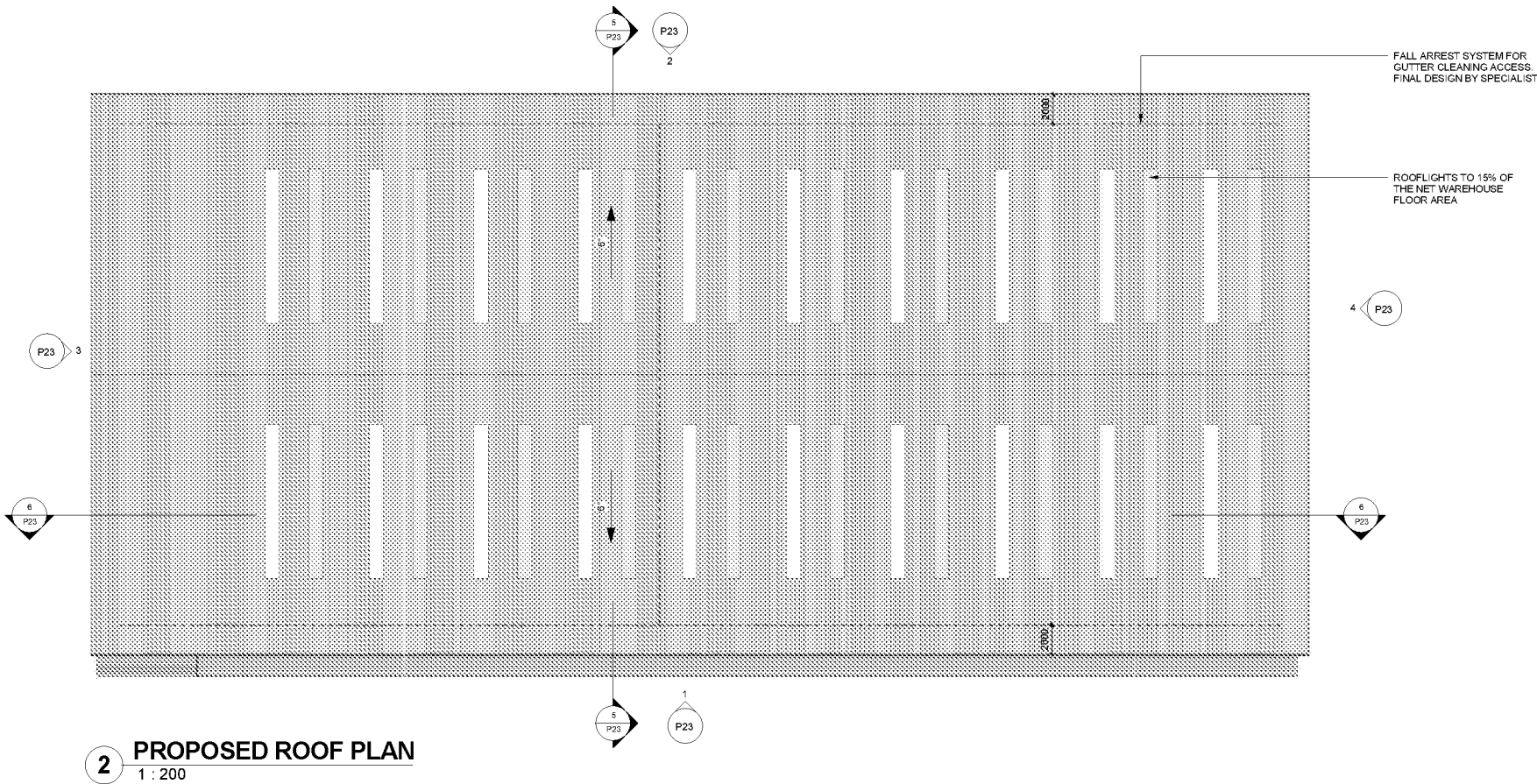
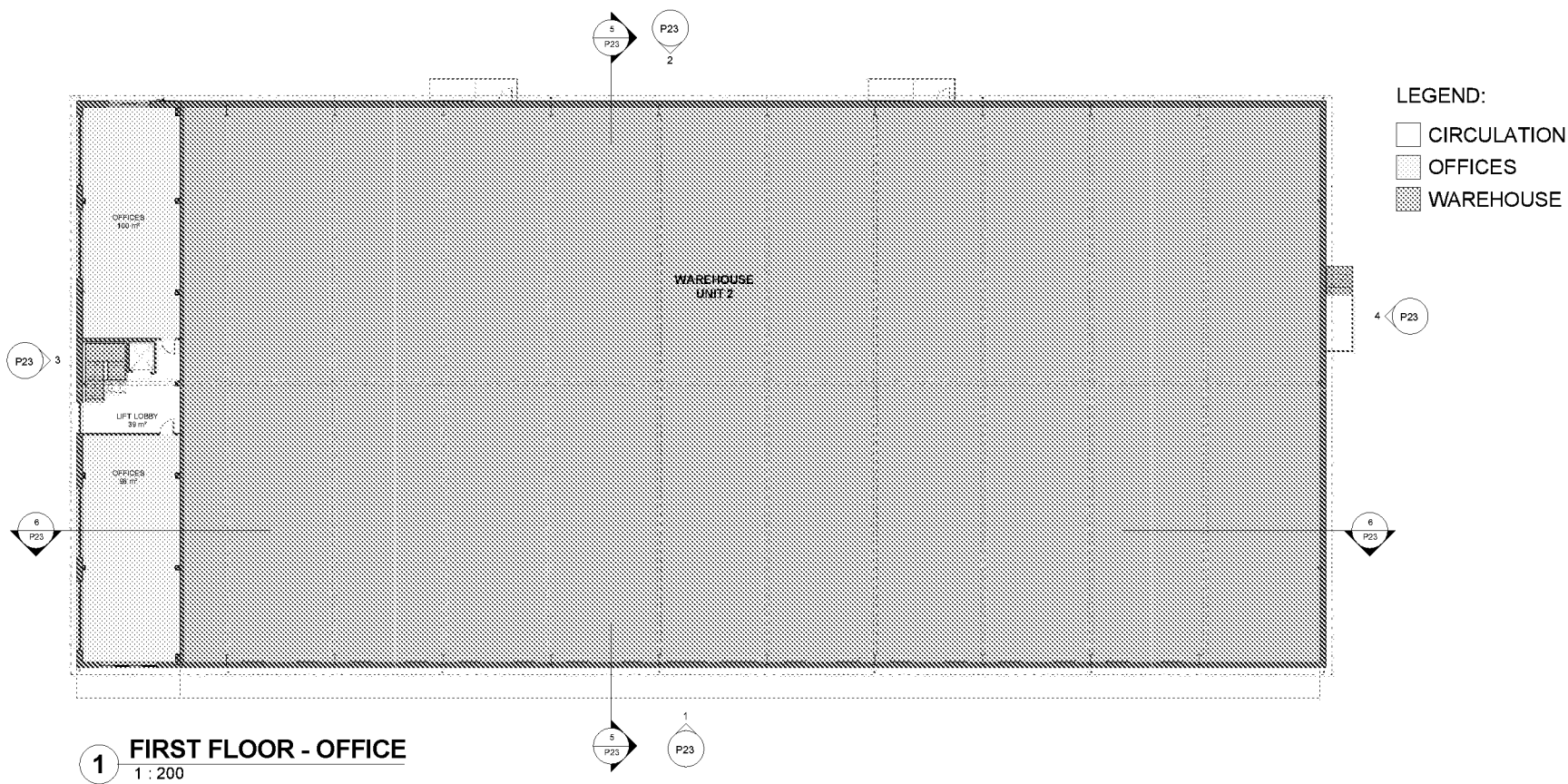
NOTE:

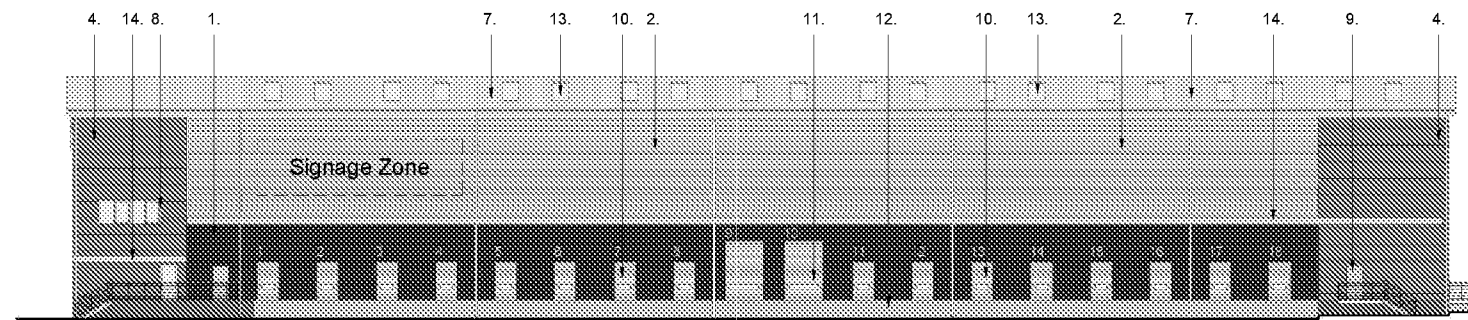
- EXTERNAL LIGHTING:
LED FLOODS TO BUILDING PERIPHERY AND ON COLUMNS TO PROVIDE A MINIMUM OF 20 LUX WITHIN SERVICE YARDS, CAR PARKING AND ROAD AREAS FROM 6.0M HIGH COLUMNS WITH SUITABLE LANTERN TO PROVIDE AN AVERAGE OF 50 LUX. LOCAL INCREASE TO 150 LUX TO THE STAFF ENTRANCES AND LOADING BAY AREA. FUELLING AREA TO BE 50 LUX, ALL CONTROLLED BY PHOTOCELLS / TIMESWITCH LOCATED IN THE WAREHOUSE, SHARED ACCESS ROAD AND FOOTPATHS TO ACHIEVE 10-15 LUX AVERAGE.



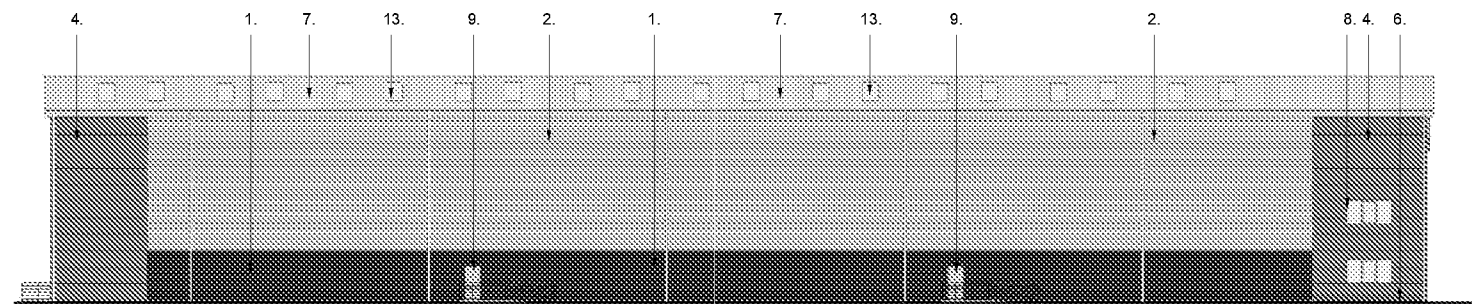
- LEGEND:
- CIRCULATION
 - OFFICES
 - WAREHOUSE
 - WCs & SHOWERS
 - LANDSCAPE
 - PEDESTRIAN ACCESS
 - BOUNDARY LINE

- NOTES:
- INTERNAL LAYOUTS FOR INFORMATION. FINAL SCOPE TO BE REVIEWED & AGREED WITH TENANT.
 - REFER TO AGREED SPECIFICATION.
 - ALL LEVELS ARE INDICATIVE. FINAL LEVELS TO BE DESIGNED BY THE CIVIL ENGINEER.

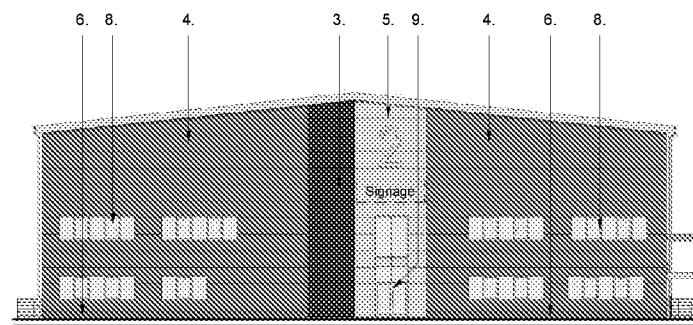




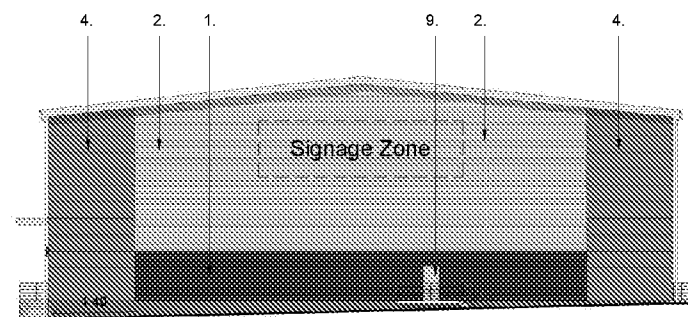
1 PROPOSED SOUTH ELEVATION
1 : 200



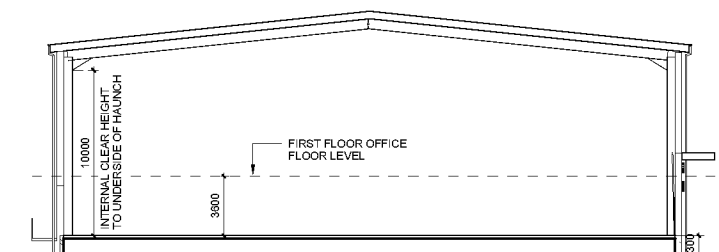
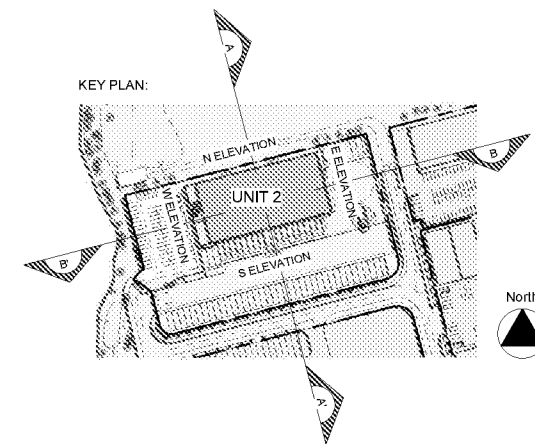
2 PROPOSED NORTH ELEVATION
1 : 200



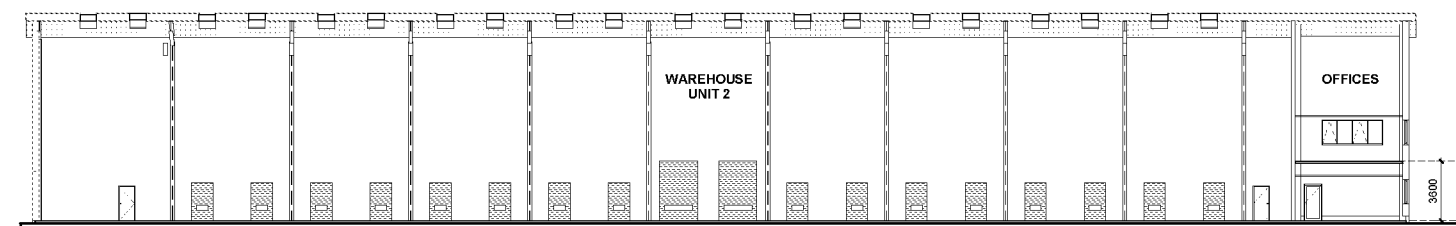
3 PROPOSED WEST ELEVATION
1 : 200



4 PROPOSED EAST ELEVATION
1 : 200



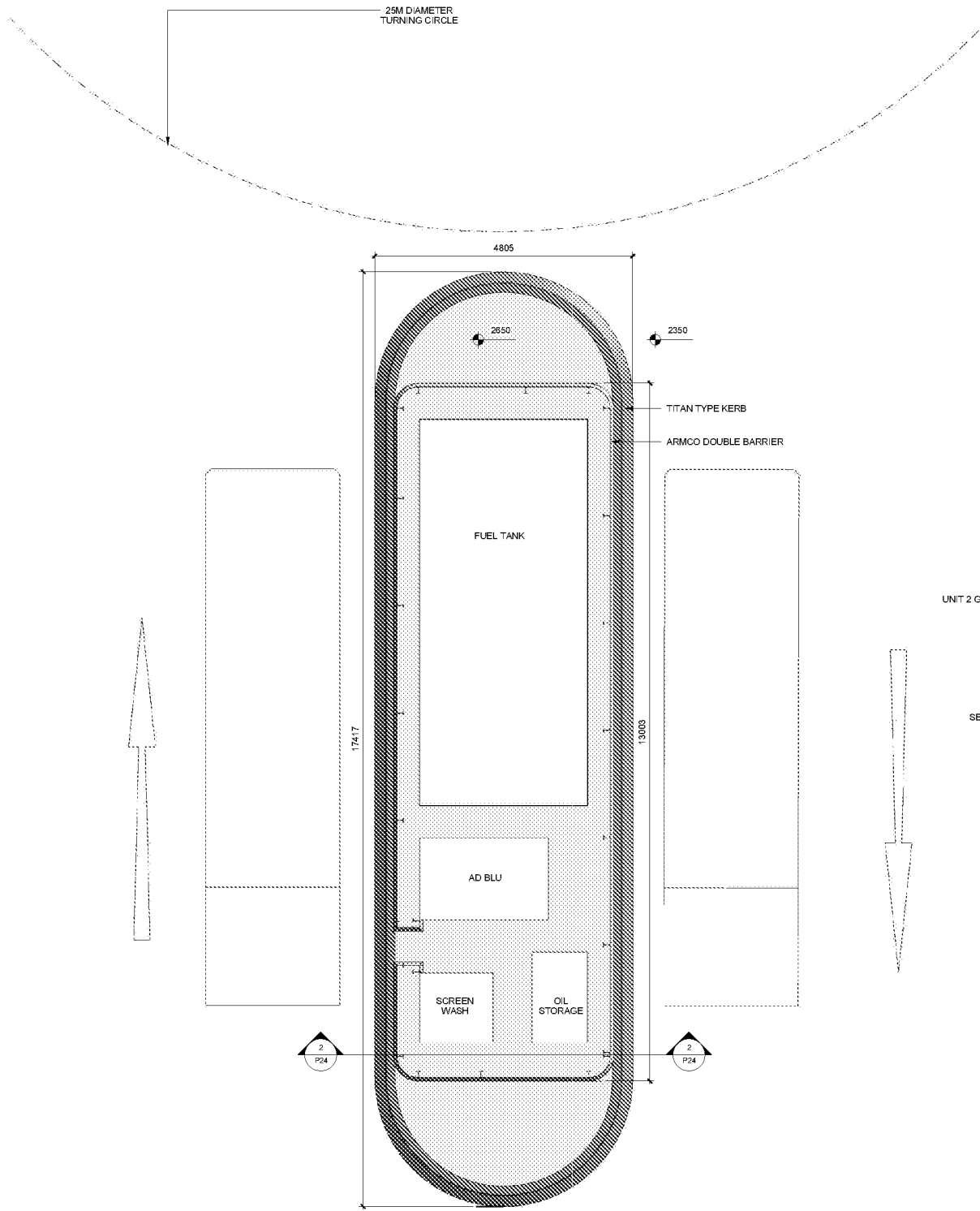
5 SECTION A-A'
1 : 200



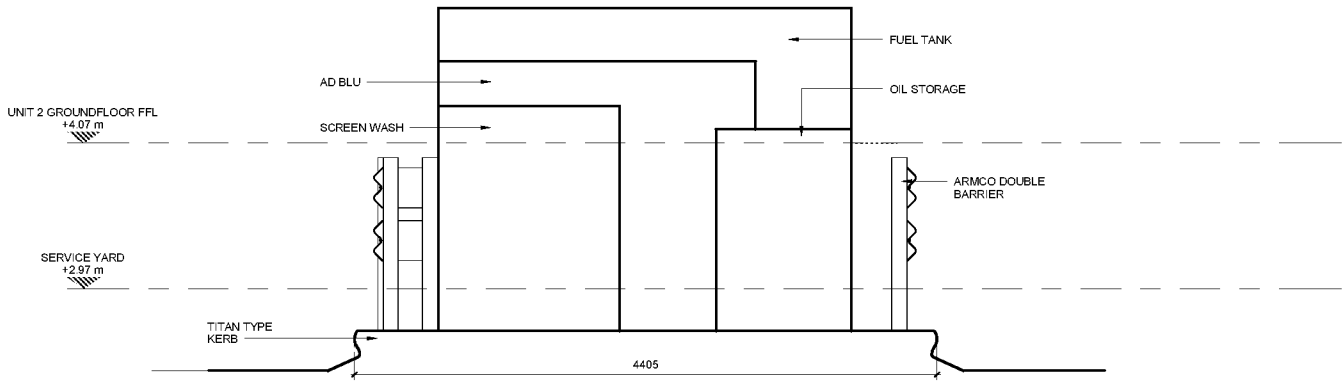
6 SECTION B-B'
1 : 200

MATERIAL SCHEDULE:

1. HORIZONTALLY LAID PROFILED METAL WALL CLADDING, COLOUR: ANTHRACITE
2. HORIZONTALLY LAID PROFILED METAL WALL CLADDING, COLOUR: HAMLET
3. COMPOSITE CLADDING PANEL, COLOUR: ANTHRACITE
4. COMPOSITE CLADDING PANEL, COLOUR: ALASKA GREY
5. COMPOSITE CLADDING PANEL, COLOUR: HAMLET
6. FACING BRICKWORK, COLOUR: TBC
7. COLOUR COATED TRAPEZOIDAL STEEL INSULATED ROOF, COLOUR: GOOSEWING GREY
8. PPC ALUMINIUM ENTRANCE DOORS AND WINDOWS WITH GLAZED SPANDREL PANELS, FRAME COLOUR: HAMLET
9. INSULATED STEEL FACED DOORS, COLOUR: HAMLET
10. SECTIONAL PANEL DELIVERY VAN DOOR, COLOUR: HAMLET
11. SECTIONAL PANEL DELIVERY DOUBLE DECKER DOOR, COLOUR: HAMLET
12. CONCRETE EXPOSED RETAINING WALL
13. ROOFLIGHT, FRAME COLOUR: GOOSEWING GREY
14. PPC FASCIA CANOPY, COLOUR: HAMLET



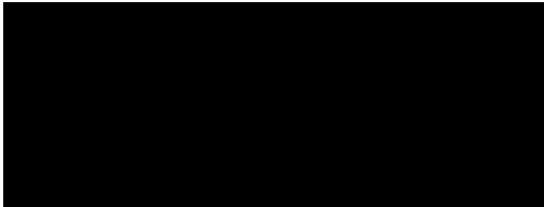
1 P24 - FUEL ISLAND
1 : 50



2 P24 - SECTION THROUGH FUEL ISLAND
1 : 25

- NOTES:
- ALL TANKS TO BE PAINTED GREEN. RAL 6002 OR SIMILAR.
 - WARBURTONS TO CONFIRM ACCESS LADDER ARRANGEMENT.

Mountford Pigott LLP
50 Kingston Road,
New Malden,
Surrey KT3 3LZ



MountfordPigott

Architecture Masterplanning Design

