

DESIGN AND ACCESS – SUPPLEMENTARY NOTE

ROLLS-ROYCE MOTOR CARS – TLC EXTERNAL STRUCTURE

SEPTEMBER 2021

INTRODUCTION

This short supplementary note has been prepared to provide a supplementary Design and Access Statement relating to the proposed Rolls-Royce Motor Cars (R-RMC) External Structure, within the existing service yard of the Technology and Logistics Centre at Newlands Road, Bognor Regis.

Specifically, this note provides a review of the proposed development, against the adopted Arun District Council (ADC) Design Guide which has been adopted as a Supplementary Planning Document (SPD) in January 2021. This note should be read alongside the Covering Letter and provides further detail relating to the design rationale.

It is noted that the ADC Design Guide is a material consideration in the determination of planning applications (and development proposals), but the Design Guide also recognises that the level of information contained in planning applications should be relevant and proportionate to the nature of development proposed, and critically, that alternative approaches may be acceptable when sufficiently justified.

Background and Building Description

The proposed development comprises a pitched roof storage structure and provides a gross floorspace of 1040sqm. At ridge height, the structure is approximately 8.3m, with the eaves height at 5m. As a rectangular structure, it provides a basic enclosed shelter for pallet storage, only.

The storage structure is necessitated by internal R-RMC requirements for storage of pallets, and the pallet storage is already being accommodated within the service area. This proposal will formalise and help 'tidy up' the current ad-hoc storage on site. In the initial stages of the project, careful consideration was given to the location, type and scale of the building on R-RMC's existing site. The existing service area was appraised to find the best location (where it would enable operations to continue and aided access/movement in and out of the site, and where visual prominence of the proposed development would be reduced).

The proposed development lies entirely within the service yard area lying between Units 1 and 2, as part of the Technology and Logistics Centre. This service area provides for turning, loading and drop off area for HGVs, as well as providing space for external plant, and ad-hoc storage (including existing uncovered pallet storage).

The building has been designed to be subservient to the main existing buildings between which it is located (Units 1 & 2). Both of these units are approximately 13.6m at ridge height, so are significantly larger in both scale and height to the proposed structure.

Although the proposed development is just over the threshold for a Design and Access Statement (covering floorspace), the purpose of the structure is to provide covered storage and will not provide a controlled environment for regular use by staff/other personnel.

DAVID LOCK ASSOCIATES LIMITED

50 North Thirteenth Street Central Milton Keynes MK9 3BP
01908 666276
www.davidlock.com

Consideration against Design Guide

The adopted Design Guide identifies and signposts relevant overarching design principles which apply to each type of development. Commercial Development is not specifically covered within the Design Guide Matrix but it is considered that the following Principles and Sections are relevant to this development:

- S2 Part D – Responding to the Site and it's Setting
- S2 Part J – Building Design
- S2 Part K – Climate Change and Sustainability

Although the proposed development is just over the threshold for a Design and Access Statement (covering floorspace), the purpose of the structure is to provide covered storage and will not provide habitable space, similarly the only utility provided to the building is electricity.

S2 Part D – Responding to the Site and it's Setting

This section sets out a design rationale, to ensure that the scheme/development responds to the site and it's setting. Although much of this refers to a more strategic, connected (predominantly residential) scheme but it does set out that the scheme must "respond positively to the character, scale, form and massing of the surrounding natural and built environmental" and "takes account of existing patterns of drainage and flooding, and seeks to reduce flood risk through SuDS".

S2 Part J – Building Design

This element of the design guide sets out how schemes and development should "respect the existing landscape and townscape, with a form that reflects and enhances the distinctive architectural qualities of the surrounding area". As part of this, there is a strong desire to see development which reflects their setting.

It indicates that new development must be informed and respond to the "specifics of their site and good design" throughout the wider district.

S2 Part K – Climate Change and Sustainability

Although most of this chapter is not directly relevant to the nature of the proposed development (as it relates to energy efficiency and minimisation of carbon, health and wellbeing and adaptive capacity), it must ensure that new developments "does not increase flood risk, providing appropriate protection through the lifetime of the development". As the proposed building is not designed to provide a controlled environment and energy use is minimal (utilities restricted solely on use of lighting within the building).

Access and Car Parking

Irregular access to the unit will be provided, predominantly by R-RMC plant/machinery, as required. Overall site access is unaffected by these proposals and access/egress to the service area will remain unchanged.

As the proposed development does not provide 'usable' floorspace, there is no associated parking demand with this use. All car parking relating to the TLC, and it's employees is centrally located adjacent to both Units 1 and 2. The proposed development will not reduce any existing parking, including HGV which is retained within the remainder of the service area. Therefore, a parking strategy plan is neither relevant nor appropriate to this development.

Design Review

Both industrial units 1 & 2, contain a pitched roof with a functional design to help break up the mass of the buildings, and the proposed structure matches this design approach. The proposed structure is subservient to the main existing buildings between which it is located (Units 1 & 2). Both of these units are approximately 13.6m at ridge height, so are significantly larger in both scale and height to the proposed structure.

These are predominantly silver/grey coloured structures, and the proposed structure will be clad in silver steel, and this will help assimilate it in views alongside the existing buildings and helps match against the existing industrial backdrop.

The position on the site, to the rear of the service yard away from the front façade of the units and R-RMC operation along Newlands Road means that (combined with other activities in the service area and nearby development) the proposed development will have a limited visual exposure. Vegetation (particularly to the east) around the site provide natural screening, from the railway line.

As such it is considered that the proposed development responds positively to the site and it's surroundings, and relates well to the character, scale, form and massing of the surrounding built and natural environment, and therefore meets the relevant tests within S2, Part D of the Arun Design Guide, in demonstrating a design rationale.

The proposed development and it's impact on the existing drainage is covered by the accompanying drainage report, which outlines that there is no highlighted risks of potential flooding and no additional attenuation is necessary. As such it is considered that the principles of S2 Part K (04), relating to flood risk and drainage, is met through the proposed development.

Conclusion

It is therefore considered that the proposed development meets the requirements and considerations of the Arun Design Guide, insofar as it is relevant to this proposal.

CWB/BMW063