Salt Box Development Bognor Regis

Design & Access Statement to accompany a Hybrid Planning Application

December 2018

ARUN DISTRICT COUNCIL BE/135/18/PL

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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.

Two thirds of the site is to be submitted in Detail (units 2 & 4-9 and associated infrastructure and landscape) with the rest of the site (units 1 & 3) to be submitted in Outline. It is the client's intention to progress with the detailed design and construction of the units 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. Where plans are shown they are for illustrative purposes only. The definitive plans for the application are those scheduled in the submission.

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, however the design of unit 8 (the car showroom) was undertaken by Boyle + Summer. 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. The Town And Country Planning (General Development Procedure) (England) Order 2015 No. 595 amended the provisions of the Town and Country Planning (General Development Procedure) (amendment) Order 2010 (No. 567) and 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.

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section 1 | introduction

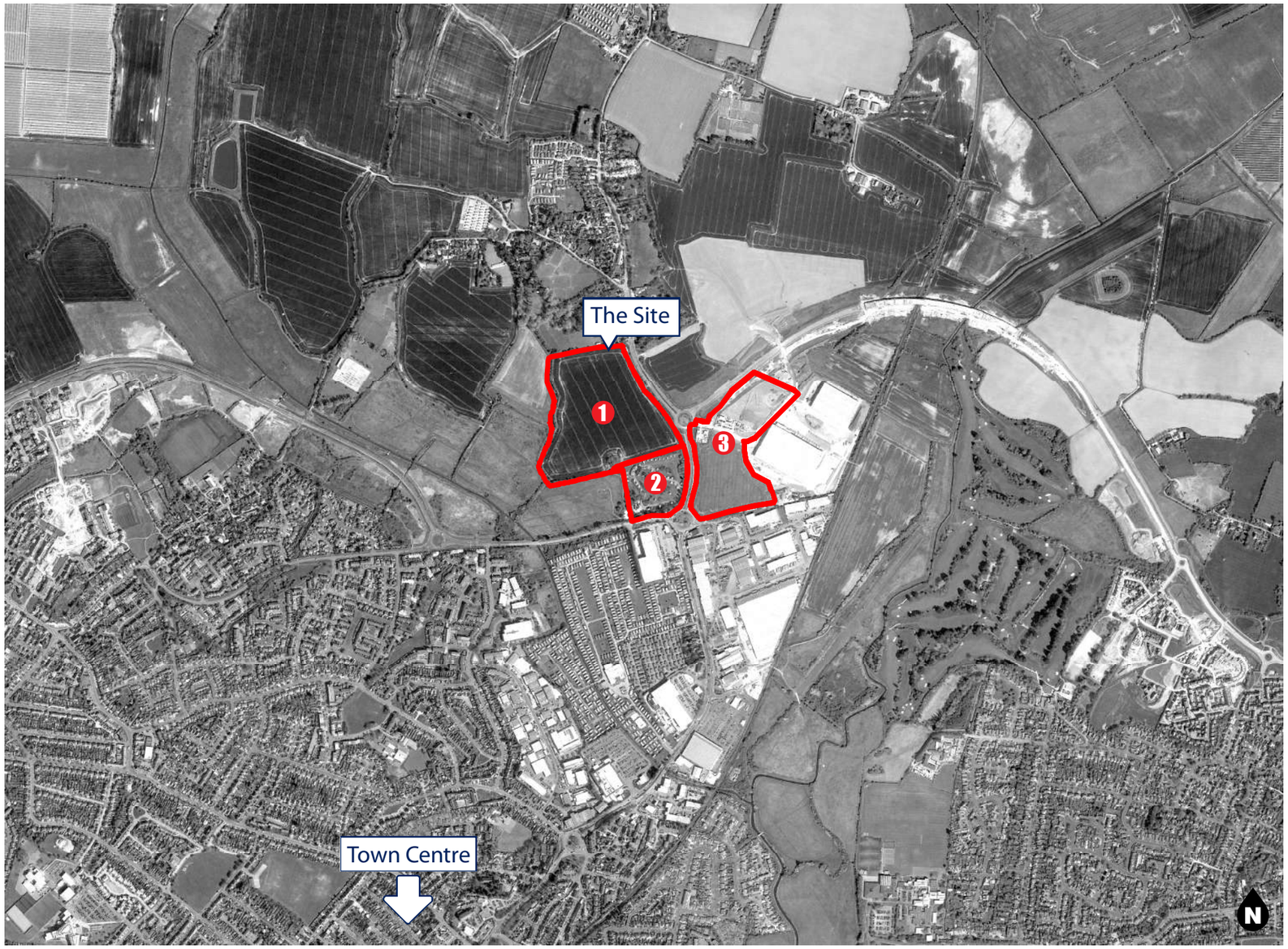
Overview of the site:

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.
- A site for new drive thru restaurants. (Units 4 & 5)
- 2 sites for distribution-business (B1-B8) units which may be subdivided to provide facilities for small businesses. (Units 6 & 7)
- A site for a car showroom (Unit 8)
- A site for a national food store. (Unit 9)

Phase 2 (Outline application)

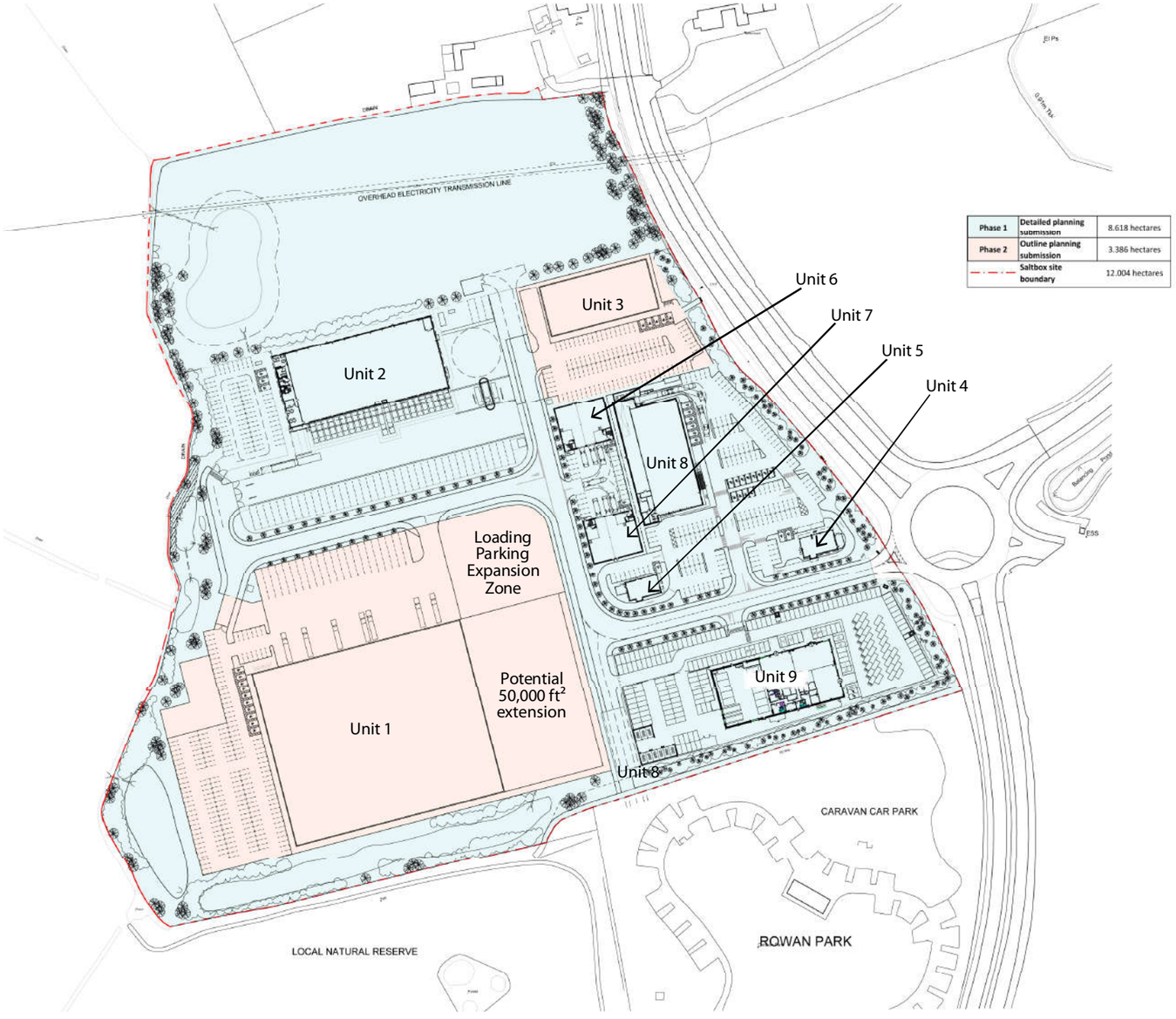
- 2 sites for distribution warehouses. (Unit1 & 3)

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	Mountford Pigott LLP and Boyle + Summers
Ecology, Landscape and Visual Assessment	Aspect
Landscape Strategy	Aspect
Flood Risk Assessment & Drainage	Kirk Saunders Associates
Transport Consultancy	ADL Highway Engineering Ltd
Planning Consultancy	Mango Planning
Topographical Survey	Shaw Colegate
Services Strategy	Scotch & Partners
Noise Analysis	Sharps Redmore
Biodiversity	Aspect
Heritage	Terence oRourke
Geo Environmental	EPS
Lighting & Energy	Scotch Partners



Phase 1	Detailed planning submission	8.618 hectares
Phase 2	Outline planning submission	3.386 hectares
	Saltbox site boundary	12.004 hectares

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section 2 | salt box context

Site Context

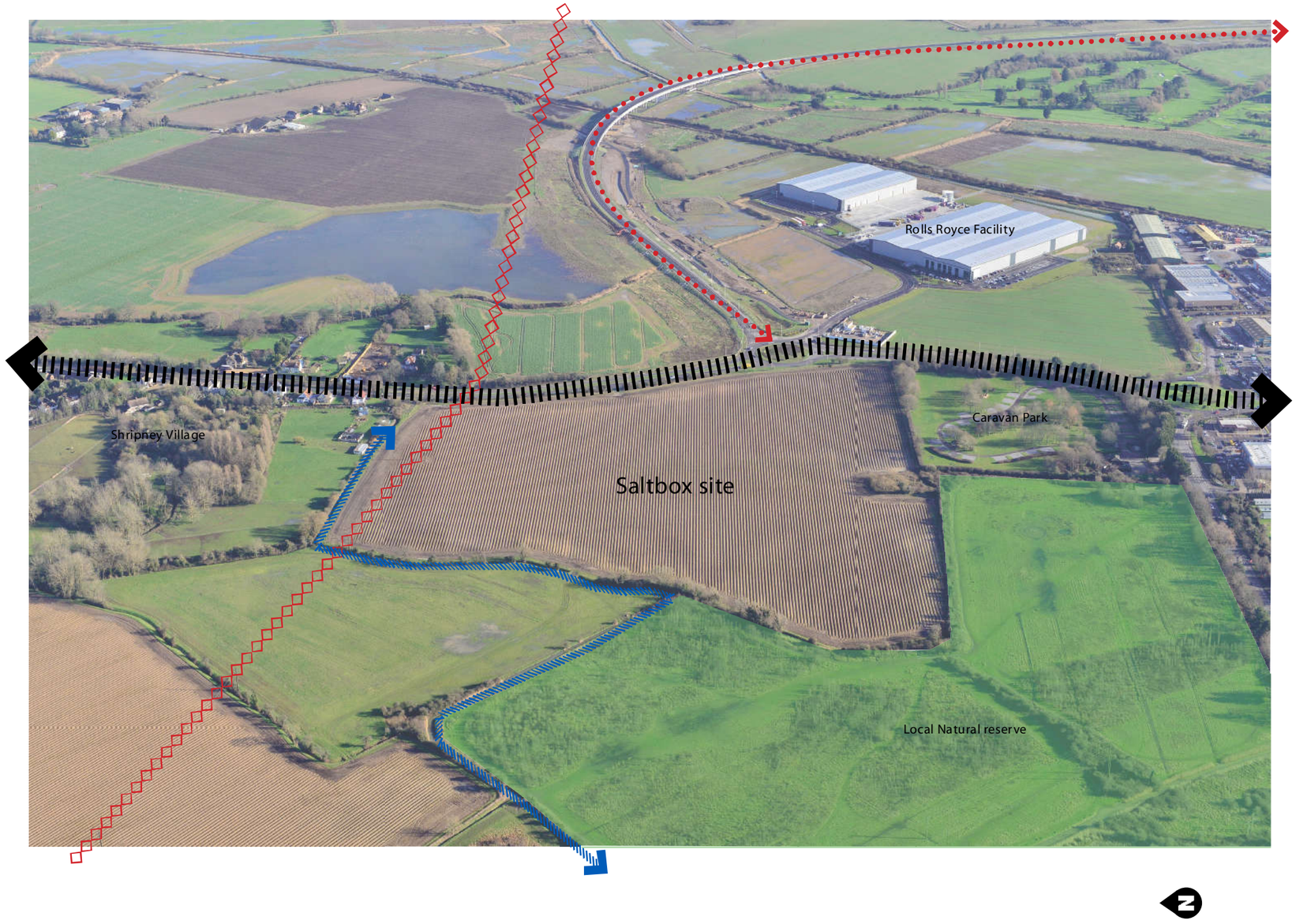
The Salt Box site covers an area of 12 hectares and forms the North West quadrant of Enterprise Bognor Regis, adjacent to the A29. The site is located on primarily flat agricultural land. The site itself is bound to the north by further agricultural land and woods and the end of a line of houses along 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 2 | 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 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 Entreprise 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.

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section 2 | 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 2018. 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 CO_2 saving of 6% has been achieved over the baseline Part L compliance requirement. 2.4% of the developments regulated emergy demand has been sourced from renewable sources, using air source heat pumps. There is also potential to connect to the neighbouring solar fram 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 2 | 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.

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section 2 | salt box context

Design Context

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

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section 3 | 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

These guidlines 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
  - 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.

Proposed building heights

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

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section 3 | character analysis

Proposed land use

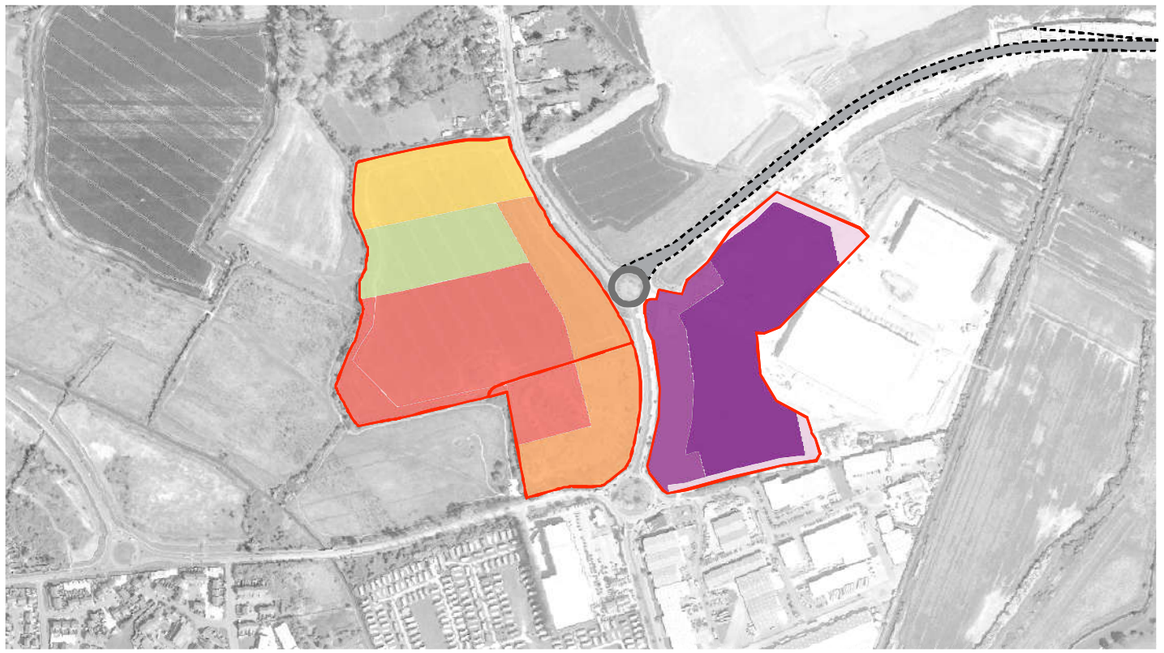
- B1/B2 land use
- B2 will be favoured
- Areas may include complementary uses
- Green space
- Attenuation basin location
- Ecological sensitive areas
- Structural planting
- Major existing tree groups
- Primary movement route
- Secondary movement route
- Primary access point
- Potential secondary access 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 - Saltbox green
- Zone W2 - Northern Gateway Corridor
- Zone W3 - Shripney landscape buffer
- Zone W4 - Landscape edge
- Zone E1 - East
- Zone E2 - Gateway Zone
- Zone E3 - Ecology Buffer
- Primary access point
- Potential secondary access point
- Bognor Regis Northern Relief Road

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section 3 | 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 3 | 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 3 | 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 3 | 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.

ARUN DISTRICT COUNCIL BE/135/18/PL

section 3 | character analysis

Views of the Application Site

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

View 1: Aerial to the North boundary.

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

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section 4 | evaluation - opportunities & constraints

Bus stop aprox. 400 m from proposed entrance.

Village buffer acting as rural gap between Bognor Regis and Shripney.

Proposed structural planting to protect views and mitigate noise impact from South Shripney residential area

Flooding mitigation strategy to include attenuation ponds an swales along ecology and village buffer and close to surounding ditches and close to exisitng watercourses.

Views across open farm land

Potential location for primary movement access

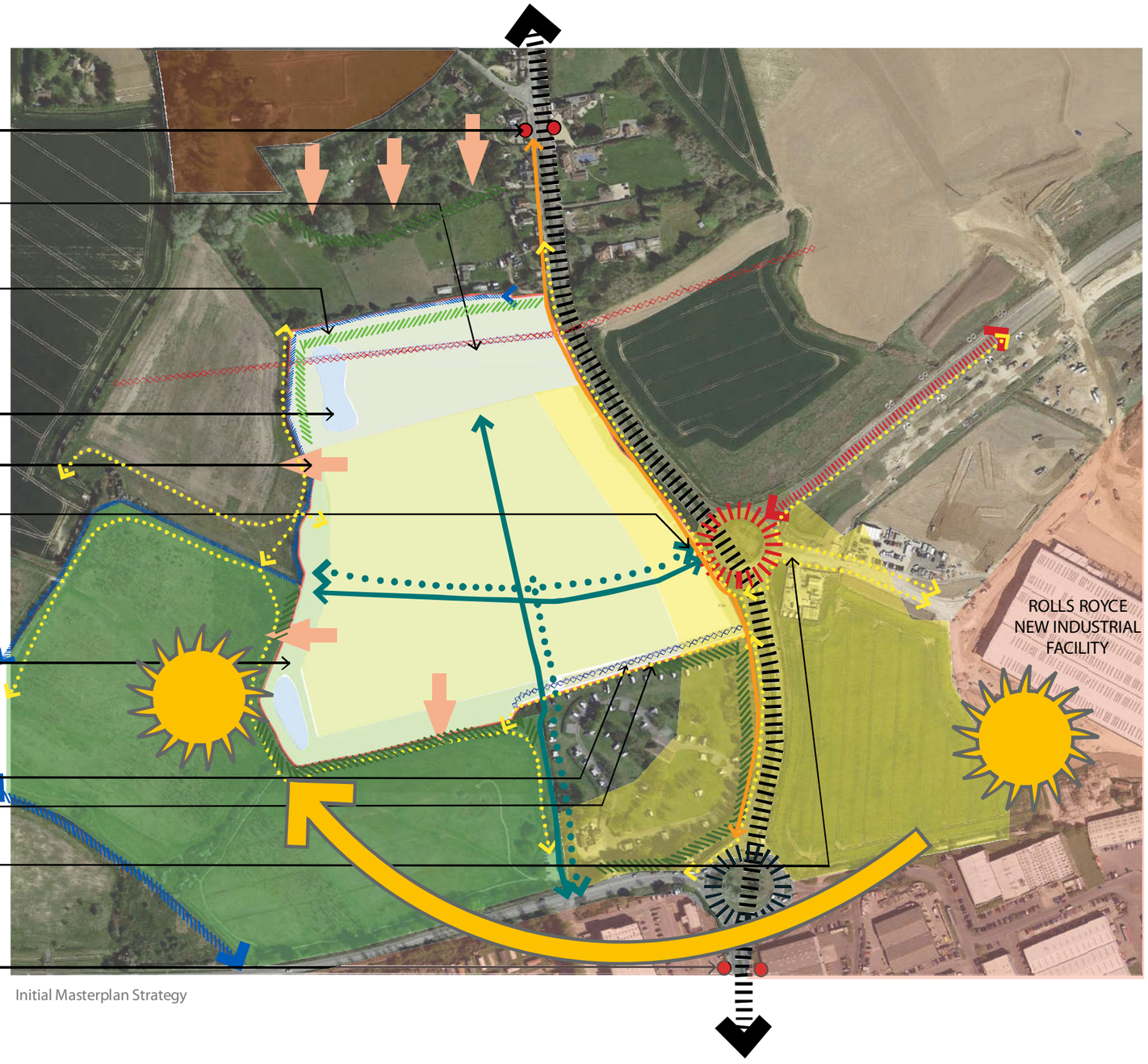
Ecology buffer aimed to protect biodiversity along Local Natural Reserve edge and act as wildlife corridor, while maintaining low key access points

6m Easment zone to SSL

Public rignt of way

Exisiting access to Rolls Royce at Roundabout

Bus stop aprox. 400 m from proposed entrance.



Initial Masterplan Strategy

- Bognor Regis Northern Relief Road BRNRR
- A29 Highway plan
- A29 Highway plan
- Footpaths
- Bus Stop
- Visual screen - vegetation
- Existing cycle routes
- Views
- Overhead electricity cable
- 6m easement for SSE
- Existing watercourses
- Potential vehicular movement
- Proposed Footpath / Cycle route
- Proposed Visual/Sound screen - vegetation
- Village buffer
- Ecology buffer
- Attenuation pond
- Local Natural reserve
- Bognor Northern Gateway Corridor Character area
- Box development commercial and industrial use
- Shripney conservation area

section 5 | development proposal

The Masterplan

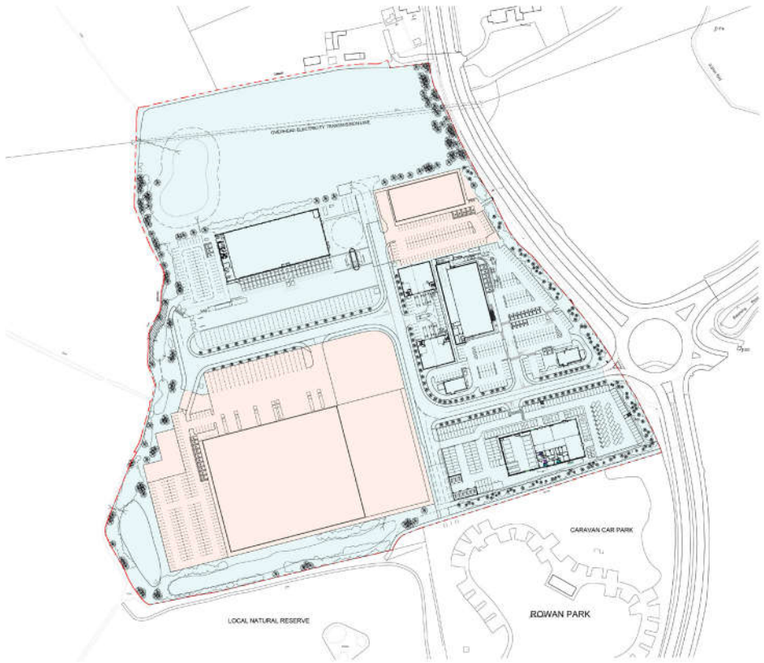
This section looks at aspects of the planning application and masterplan including phasing, landscape, use & amount, appearance, design and public areas and how these have been assessed / designed in accordance with the parameters and requirements set out in the LDO and other relevant local planning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

The proposed programme of redevelopment is phased and the phasing corresponds to the outline and full application zones. Phase I 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 8.618 Ha and the outline application site measures 3.386 Ha.

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 parcels of land to the rear and front of the site, as well as the associated infrastructure and landscaped areas of the wider site.



Phase 1	Detailed planning submission	8.618 hectares
Phase 2	Outline planning submission	3.386 hectares
	Saltbox site boundary	12.004 hectares

The Brief – Use and Amount

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.
- A site for new drive thru restaurants. (Units 4 & 5)
- 2 sites for distribution-business (B1-B8) units which may be subdivided to provide facilities for small businesses. (Units 6 & 7)
- A site for a car showroom (Unit 8)
- A site for a national food store. (Unit 9)
- 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)

- 2 sites for distribution warehouses. (Unit1 & 3)
- 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 20

section 5 | development proposal

1744 - SALTBOX, BOGNOR REGIS
AREA SCHEDULE 11.12.18

MountfordPigott
Architecture Masterplanning Design

Phase 1 Building Areas			Areas					
			GIA		GEA (Footprint)		GEA (Total)	
Building	Use/Description	Level	sqm	sqft	sqm	sqft	sqm	sqft
Unit 2	Distribution Warehouse	Ground	3,073	33,080	3,148	33,890	3,634	39,120
		1st	236	2,540				
		2nd	236	2,540				
Unit 4	Drive-thru	Ground	167	1,800	186	2,000	186	2,000
Unit 5	Drive-thru	Ground	139	1,500	167	1,800	167	1,800
Unit 6	B1/B8 use	Ground	233	2,510	258	2,780	313	3,370
		Mezzanine	53	570				
Unit 6	B1/B8 use	Ground	302	3,250	331	3,560	381	4,100
		Mezzanine	48	520				
Unit 7	B1/B8 use	Ground	302	3,250	331	3,560	381	4,100
		Mezzanine	48	520				
Unit 7	B1/B8 use	Ground	233	2,510	258	2,780	313	3,370
		Mezzanine	53	570				
Unit 8	Foodstore	Ground	1,785	19,210	1,862	20,040	1,862	20,040
Unit 9	Car Showroom	Ground	1,836	19,760	1,934	20,810	2,228	23,980
		1st	285	3,070				
Total	Phase 1		9,031	97,200	8,475	91,220	9,464	101,880

Phase 2 Building Areas			Areas					
			GIA		GEA (Footprint)		GEA (Total)	
Building	Use/Description	Level	sqm	sqft	sqm	sqft	sqm	sqft
Unit 1	Distribution Warehouse	Ground	9,750	104,950	9,910	106,670	11,901	128,100
		1st	930	10,010				
Unit 1	Future expansion				4,678	50,350		
Unit 3	Distribution Warehouse	Ground	1,420	15,290	1,482	15,950	1,482	15,950
Total	Phase 2		12,100	130,250	16,070	172,980	13,383	144,050

Phase 1 & 2 Building Areas	Areas					
	GIA		GEA (Footprint)		GEA (Total)	
	sqm	sqft	sqm	sqft	sqm	sqft
TOTAL	21,131	227,450	24,545	264,200	22,847	245,930

GIA based on RICS Code of Measuring Practice 5th 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 projectability, pre-letting, lease agreements and the like should make allowance for the following:

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

Landuse				
Plot	Area Use	Height	Site Area	
		m	Hectares	Acres
Unit 1	B8 - Warehouse/Distribution	10	2.89	7.1
Unit 2	B8 - Warehouse/Distribution	10	1.33	3.3
Unit 3	B8 - Warehouse/Distribution	10	0.49	1.2
Units 4 & 5	A3 - Drive-thru restaurants	4/5	1.01	2.5
Unit 8	A1 - Shops/Retail	8.5		
Units 6 & 7	B1 - Office B8 - Warehouse/Distribution	7	0.23	0.6
Unit 9	Car Showroom	7	0.86	2.1

- For units 1, 2, 3, 6 & 7 the height is to underside of haunch

PARAMETERS LEGEND:

- A1 - SHOP/RETAIL
- A3 - RESTAURANT
- B1/B8 - INDUSTRIAL UNITS
- B8 - WAREHOUSE / DISTRIBUTION
- CAR SHOWROOM
- FUTURE EXPANSION
- FUTURE EXPANSION - EXTERNAL AREA
- FOOTWAYS
- SHARED PEDESTRIAN / CYCLE ROUTE
- GREEN SPACE GATEWAY CORRIDOR
- GREEN SPACE: ECOLOGY BUFFER
- GREEN SPACE: HIGHWAY VERGE
- GREEN SPACE: VILLAGE BUFFER
- LANDSCAPE
- ATTENUATION POND
- SWALE
- HIGHWAY/PARKING
- SOLAR POINT
- HIGHWAY PRIMARY CORRIDOR
- GREEN SPACE: STRUCTURAL PLANTING
- EASEMENT ZONE
- MARKER BUILDINGS TO REFLECT LOCAL CONTEXT

section 6 | 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 and at the convergence of pedestrian routes providing 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 Drive-thru units are set over the primary movement corridor at the development access point, within the Bognor Northern Gateway Corridor. B1 and B8 uses 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 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 being 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.

ARUN DISTRICT COUNCIL BE/135/18/PL

section 6 | design code

Unit 2

Location
The building (a warehouse/distribution centre, with associated offices) 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.

Building heights:
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:
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.

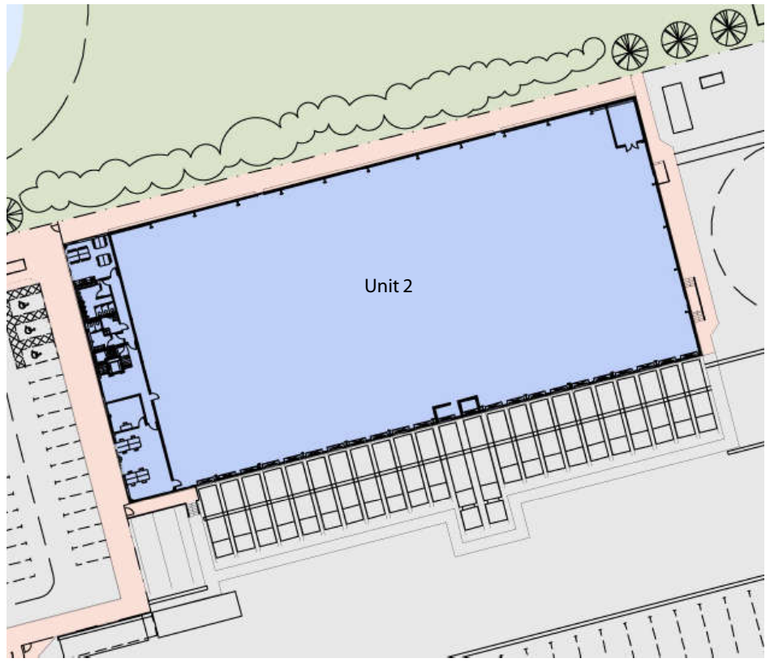
The gutters and fascia are formed in coloured metal to match the end cladding in alaska grey with regularly spaced colour matched rain water pipes to the long elevations.

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 accoustic 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 tarmacadam 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.



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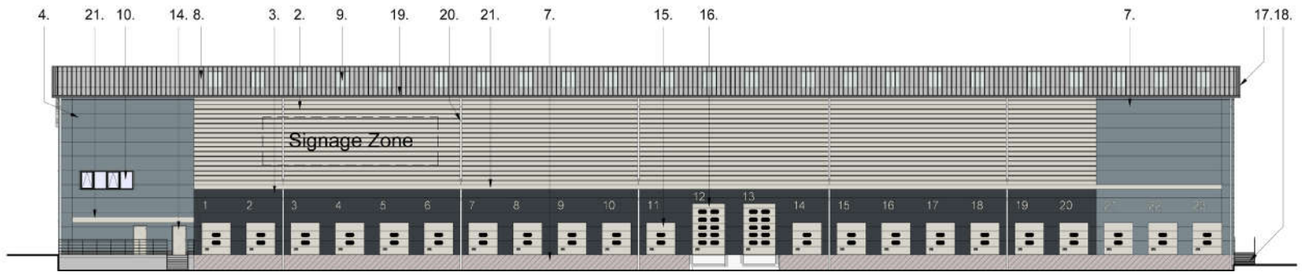
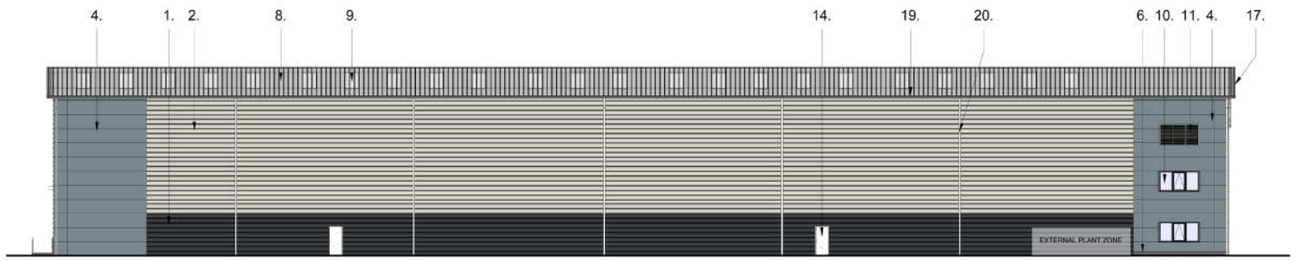
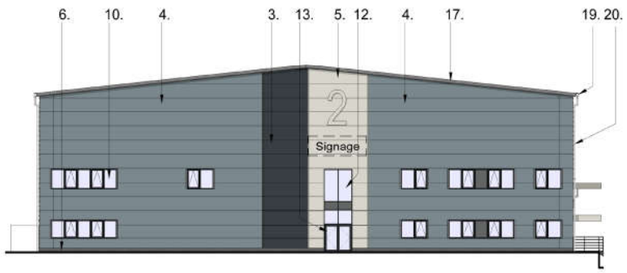
section 6 | design code



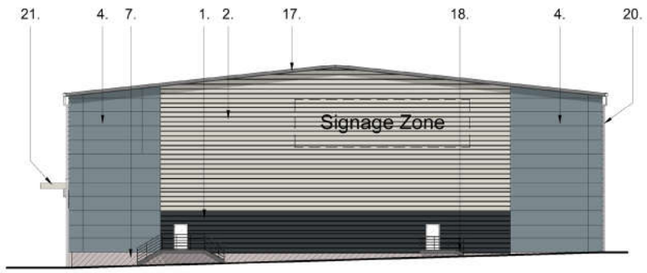
1 PROPOSED SOUTH ELEVATION
1 : 200



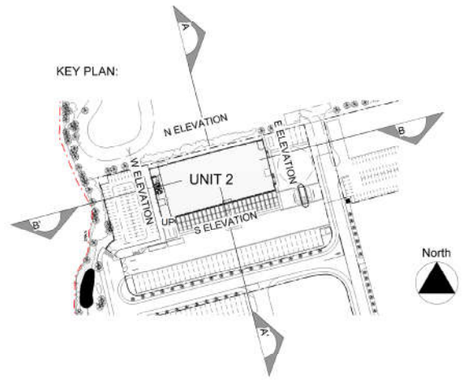
2 PROPOSED NORTH ELEVATION
1 : 200

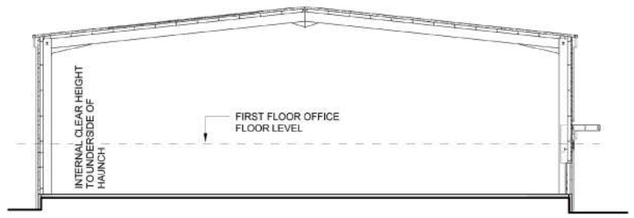


3 PROPOSED WEST ELEVATION
1 : 200

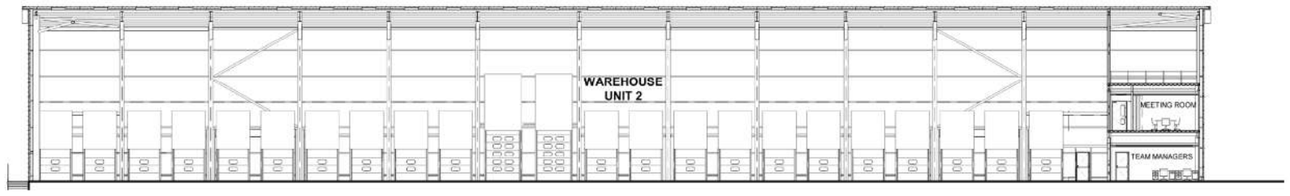


4 PROPOSED EAST ELEVATION
1 : 200





5 SECTION A-A'
1 : 200



6 SECTION B-B'
1 : 200

MATERIAL SCHEDULE:

1. Trapezoidal Metal Composite Panel Wall cladding - Anthracite
2. Trapezoidal Metal Composite Panel Wall cladding - Hamlet
3. Micro-Rib Metal Composite Panel Wall cladding - Anthracite
4. Micro-Rib Metal Composite Panel Wall cladding – Alaska Grey
5. Micro-Rib Metal Composite Panel Wall cladding - Hamlet
6. Clay facing brickwork
7. Concrete retaining wall
8. Trapezoidal Metal Composite Panel Roof cladding
9. Factory Assembled Insulated Rooflights
10. PPC Aluminium Casement windows
11. Louvred panel
12. PPC Aluminium Curtain walling
13. PPC Aluminium glazed entrance doors
14. PPC Steel doors
15. Sectional Overhead doors - Vans
16. Sectional Overhead doors - HGV
17. Metal Flashings/Accessories
18. External metal stairs
19. Zinc coated galvanized steel gutter
20. Rainwater drainage system
21. Loading dock canopy

section 6 | design code

Unit 4

Location
Unit 4 (a restaurant with drive-thru) is located in a prominent position to the north west of the A259 roundabout, to the north of the main site access road, and acts as a marker building for the site.
The main outlook from the building is towards the car park to the north which is used by both units 4, 5 and 8.
The drive-thru lane is located to the south and east, and an outdoor seating area to the west.

Height/massing
The building has a simple and functional form, with an overhanging monopitch roof (pitched along the short side) providing shelter to the main entrance and seating area, as well as maximising the façade for glazing/signage. To the rear of the building is the drive-thru kiosk with a small overhanging flat roof.

The most striking feature of the building is the 7.3m high 'blade' which will provide an excellent signage opportunity, particularly considering the units location near the main entrance to the site.

Appearance
The building is clad in a simple and traditional (for this type of building) pallet of materials, including glass, brick, timber and aluminium.

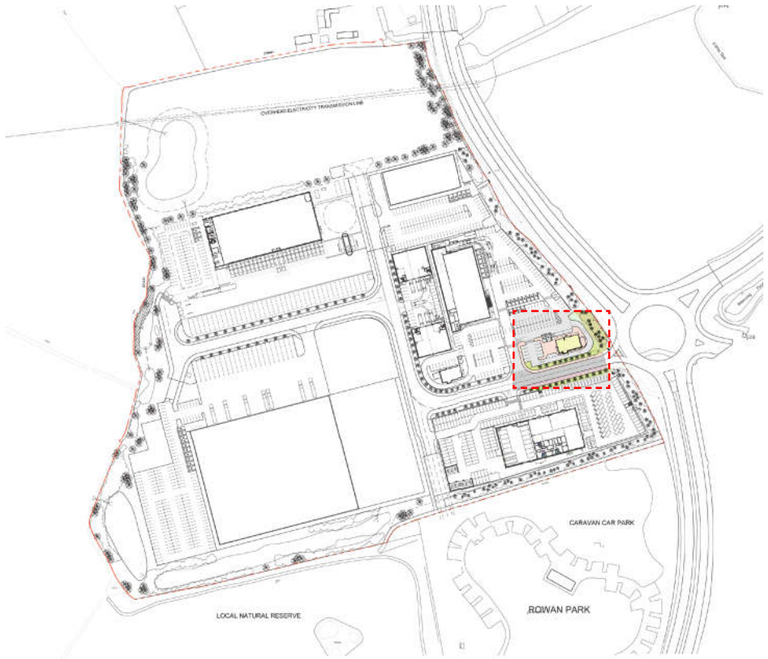
The primary façade is largely glass, with Anthracite coloured aluminium frames, which is broken up by the grey brick clad 'blade', described above, and a timber clad panel which will provide another opportunity for signage. The main entrance to the unit is between these two features.

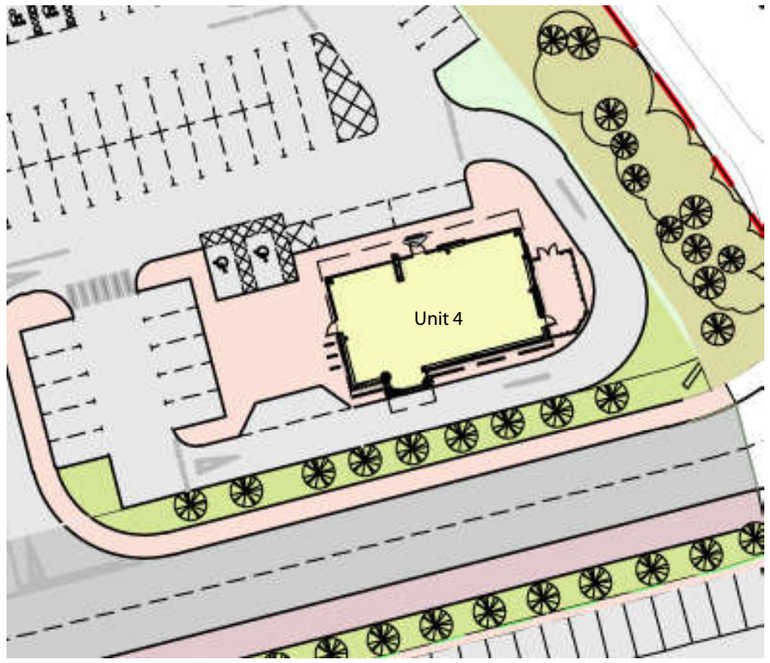
The two short facades (east and west) are a combination of glazing and dark grey aluminium rainscreen cladding, with the western façade also being the location for the timber clad binstore.

The rear of the building has more aluminium rainscreen cladding as well as the drive -thru kiosk which is clad in timber.

The simple monopitch roof (at 5° pitch) is clad in a light grey single ply membrane, with a dark grey gutter at the bottom of the pitch and matching flashings/downpipes. To the underside of the roof are exposed timber rafters with black composite cladding in-between. The drive-thru kiosk to the rear has a small flat roof, also clad in a light grey single ply membrane, which overhangs the drive-thru lane and provides shelter to people making orders.

The drive-thru lane will be surfaced in charcoal coloured reinforced concrete, with parking areas formed in bituminous macadam and thermoplastic white line marking. Pedestrian areas will be finished in concrete coloured interlocking brick paving.

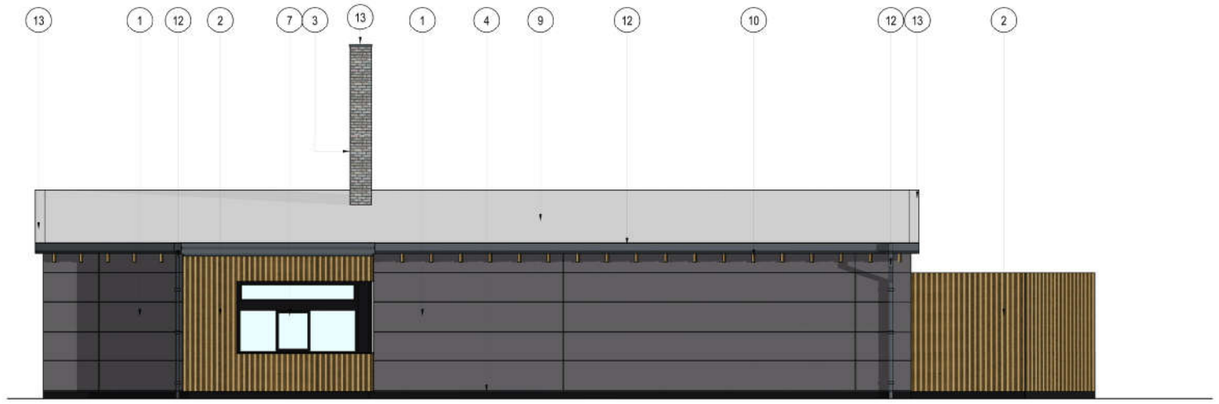




ARUN DISTRICT COUNCIL BE/135/18/PL

section 6 | design code

NORTH ELEVATION



SOUTH ELEVATION

WEST ELEVATION

EAST ELEVATION

MATERIALS SCHEDULE

1. Aluminium rainscreen panels - PPC Aluminium RAL 7016 (Anthracite)
2. Vertical timber cladding
3. Mechanically fixed brick-Slip system
4. Aluminium skirting, PPC RAL 9005 (Black)
5. Shopfront, PPC Aluminium Frame, RAL 7016 (Anthracite)
6. Glazed entry / exit door, PPC Aluminium frame RAL 7016 (Anthracite)
7. Drive thru window, PPC COATED Aluminium frame, RAL 7016 (Anthracite)
8. Solid core steel door, PPC RAL 7021
9. Single ply roofing membrane, light grey
10. Treated timber rafters
11. Micro-rib profile aluminium composite panels to underside of soffit - RAL 9005 (Black)
12. Rainwater goods, PPC RAL 7016
13. Aluminium fascia/trims, PPC RAL 7016 (Anthracite)
14. Metal cage, PPC RAL 9005 (Black)

section 6 | design code

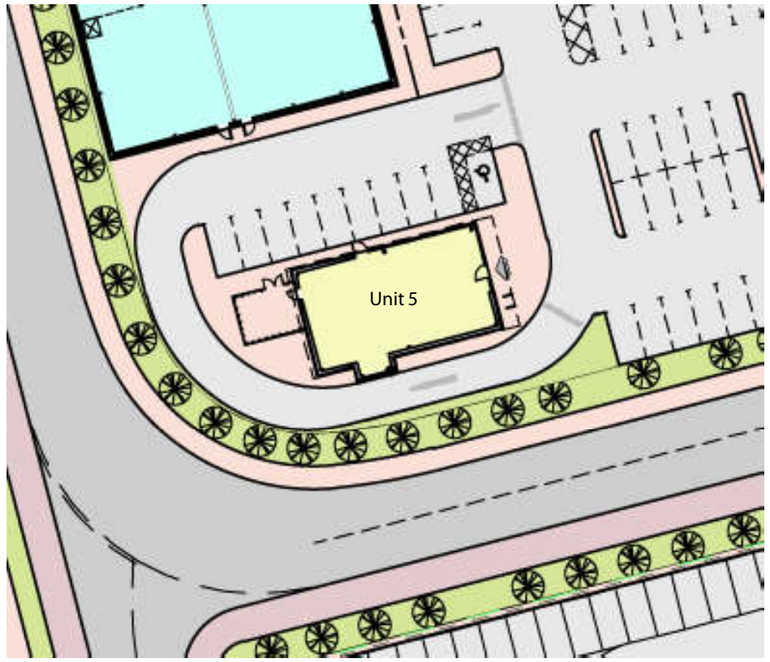
Unit 5

Location
Unit 5 (a restaurant with drive-thru) in located to the west of unit 4 sharing the same car park. Although less prominent from outside the site, it holds the corner of the plot and marks the end of the 'public uses' on site.

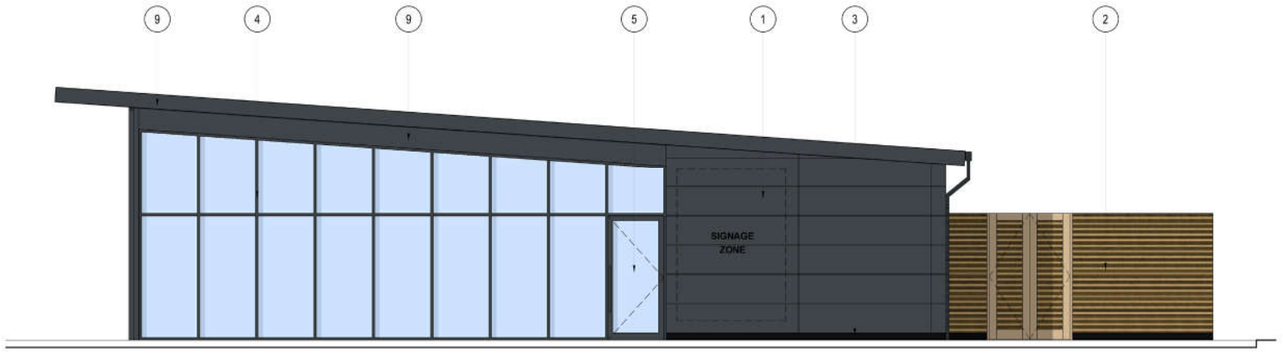
Height/massing
Much like unit 4, this drive-thru unit has a monopitch roof but in this case the pitch is along the long side of the building, orientating the entrance towards the main access to the site to maximise the buildings presence. The top of the pitch at the front will be c.5.2m in order to achieve a reasonable clear height at the back of the unit whilst maintaining enough of a pitch to provide interest.

Appearance
Again this drive-thru is clad in similar materials to unit 4, with the sides facing into the car park largely clad in glass. The remainder of these east and north façade are clad in anthracite rainscreen cladding with a number of signage opportunities for potential tenants to exploit.

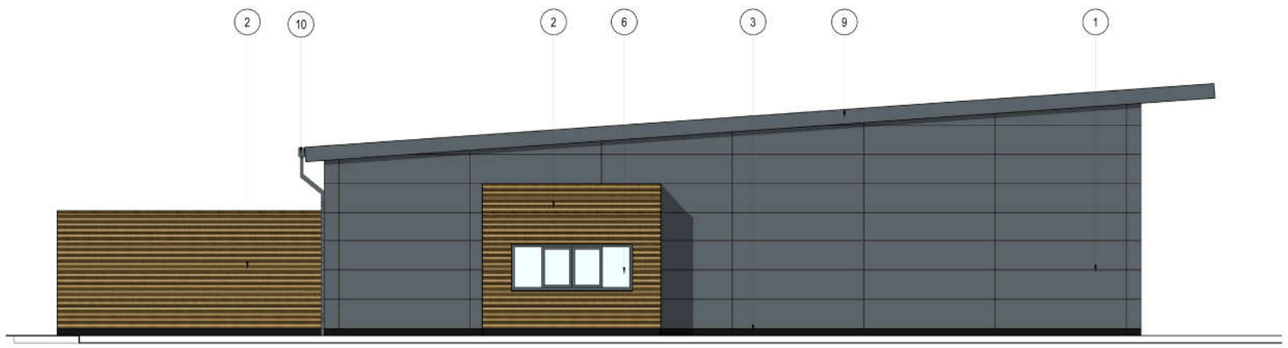
The west and south elevations are mostly clad in anthracite grey rainscreen cladding but also incorporate the timber clad binstore to the west and the timber clad drive-thru kiosk to the south.



section 6 | design code



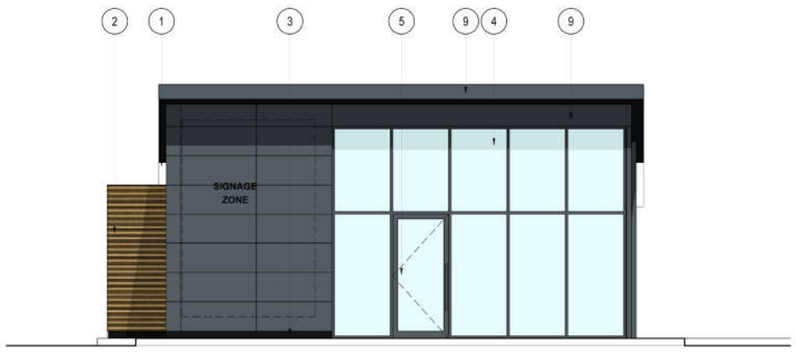
SOUTH EAST ELEVATION



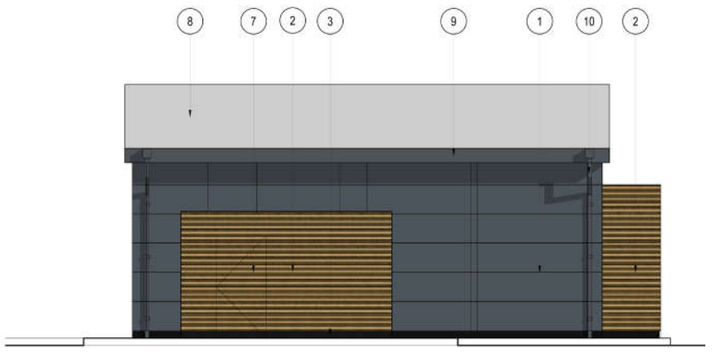
NORTH WEST ELEVATION

MATERIALS SCHEDULE

1. Aluminium rainscreen panels, RAL 7016 (Anthracite)
2. Horizontal timber cladding
3. Aluminium skirting RAL 9005 (Black)
4. Glazed shopfront, PPC aluminium frame, RAL 7016 (Anthracite)
5. Glazed entrance/exit door, PPC aluminium frame, RAL 7016 (Anthracite)
6. Drive thru window, PPC aluminium frame, RAL 7016 (Anthracite)
7. Solid core steel door, PPC RAL 7016 (Anthracite)
8. Single ply membrane roof, Light grey
9. Aluminium Fascia, PPC RAL 7016 (Anthracite)
10. Rainwater goods, PPC RAL 7016 (Anthracite)
11. Horizontal timber clad bin store



SOUTH WEST ELEVATION



NORTH EAST ELEVATION

section 6 | design code

Units 6 & 7

Location
Units 6 & 7 (B1/B8 use) are located in the centre of the site in the area more industrial uses are more appropriate. Both units 6 & 7 have exactly the same massing, with unit 7 being a mirrored copy of unit 6, with parking inbetween.

Height/massing
The clear internal structural height has been limited to 7m to underside of portal frame haunch. This will give a ridge height of approximately 9.6m from finished floor level and eaves height around 8.5m from the main ground level. The buildings have simple dual pitched roofs at 6° with gable ends.

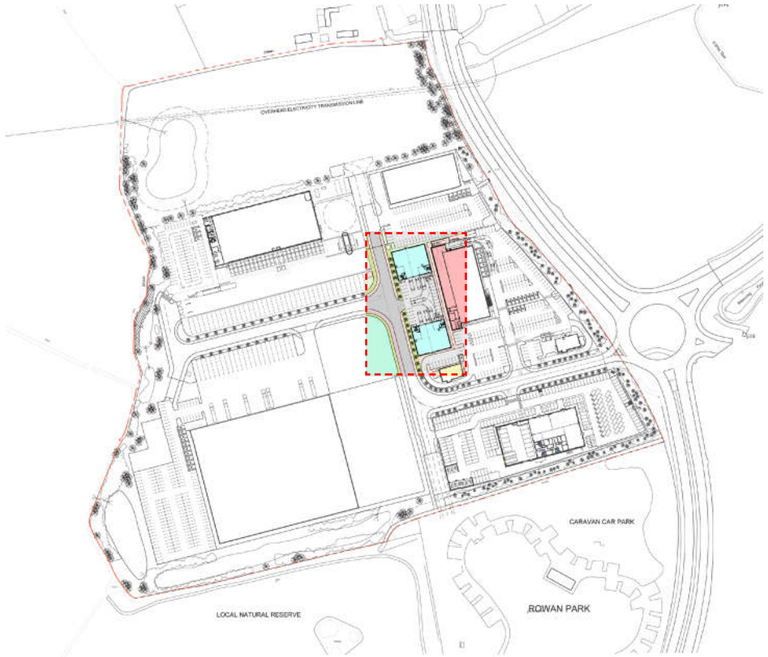
Appearance
The buildings form is defined by the internal activities of B1/B8 start units, with double height warehouse spaces accessed by large loading doors. Each unit is divided, unequally into 2 separate demises, each with a mezzanine office level at 3.7m above GF FFL.

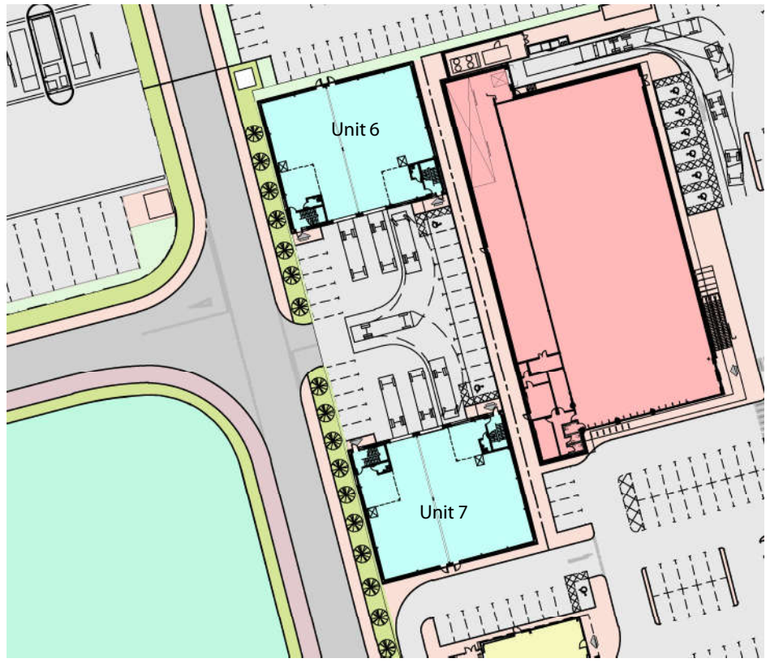
The buildings are clad in aluminium composite cladding with a mixture of Merlin Grey coloured, horizontally laid micro-rib profile to the corners, and hamlet coloured horizontally laid trapezoidal profiled cladding in between.

The entrances to the units are positioned to the outside of the elevation, with the loading doors centrally located either side of the compartment wall.

The roof will be clad in light grey trapezoidal composite panel, with roof lights to give some natural light. The eaves and gutters will be merlin grey coloured, as will the downpipes.

All windows/glazed door frames, emergency escape doors and loading doors will be merlin grey in colour, and there will be a glazed canopy over the main entrance.



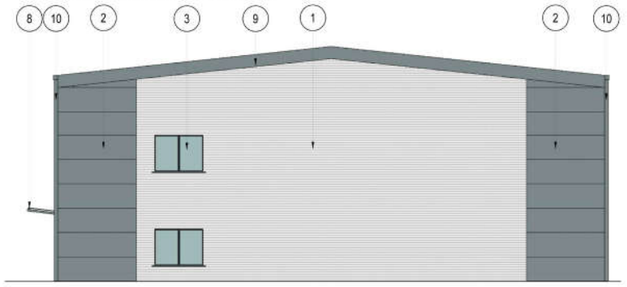


section 6 | design code

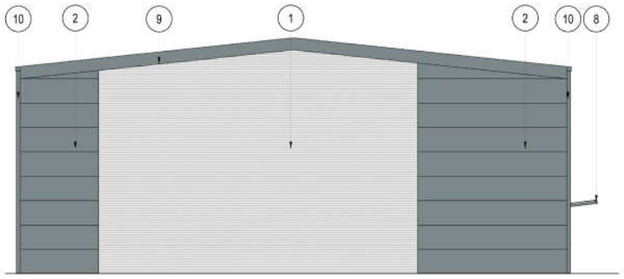
UNIT 6 SOUTH ELEVATION

UNIT 7 NORTH ELEVATION

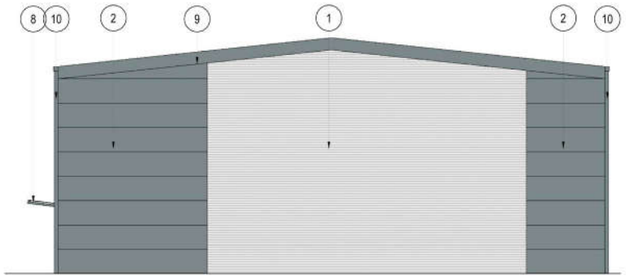
UNIT 6 WEST ELEVATION



UNIT 7 WEST ELEVATION



UNIT 6 EAST ELEVATION



UNIT 7 EAST ELEVATION

UNIT 6 NORTH ELEVATION

UNIT 7 SOUTH ELEVATION

MATERIALS SCHEDULE

1. Horizontally laid Trapezoidal profile aluminium composite panels, PPC RAL 9002 (Hamlet)
2. Horizontally laid Micro-rib profile aluminium composite panels, PPC Merlin Grey
3. Windows, PPC aluminium frame, Merlin Grey
4. Glazed entrance/exit door, PPC aluminium frame, Merlin Grey
5. Solid core steel door, PPC Merlin Grey
6. Insulated overhead sectional door, PPC Merlin Grey
7. Trapezoidal profile aluminium composite roof panels, PPC RAL 9002 (Hamlet)
8. Glazed entrance canopy
9. Aluminium Fascia, PPC Merlin Grey
10. Rainwater goods, PPC Merlin Grey
11. Polycarbonate rooflights

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section 6 | design code

Units 8

Location
Unit 8 (a national foodstore) is located centrally, to the east of the site with and is surrounded to the north, south and east by car park and to west by units 6 & 7. The building is set back from the A29 to the east to give to make space for parking and to give the building a setting within the plot whcih is very much public facing.

Height/massing
This building has a simple 5° monopitch roof form, with the top of the roof overhang being c.8.4m above GF FFL. At the rear eaves, the roof comes down to c.5.6m. The internal layout of the building is made up of a large c.14,000sqft (55 x 23.9m) sales area with associated offices, toilets, warehouse, fridge/freezer and loading area located in a 7m wide strip to the rear. To the north of the rear area is the loading bay with a ramp for access to the north of the sales area.

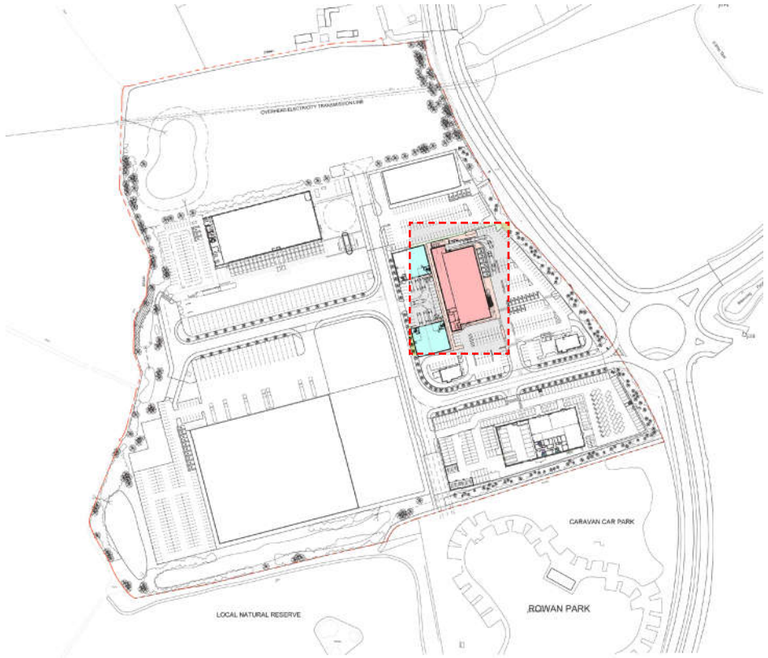
Appearance
The building is planned so that the entrance in on the south east corner, with trolley parking immediately adjacent to the doors. The short end (south elevation) of the sales area closest to the entrance is fully glazed below a large projecting anthracite coloured canopy, above which are horizontally laid, anthracite coloured, micro-rib profiled composite cladding panels. The underside of the canopy will be white in colour.

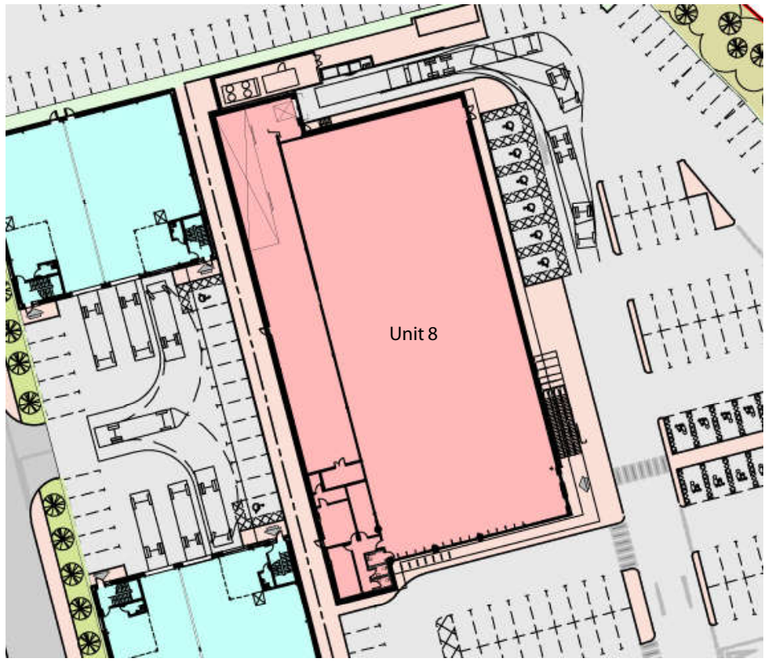
The rest of the retail area (east elevation) has a long ribbon window below the canopy, with the remainder of the façades (east, north and west) clad in a combination of anthracite and metallic silver composite panels. There a number of signage positions to the south and south east of the building.

Around the whole perimeter of the building there is a charcoal coloured brick plinth under the cladding panels.

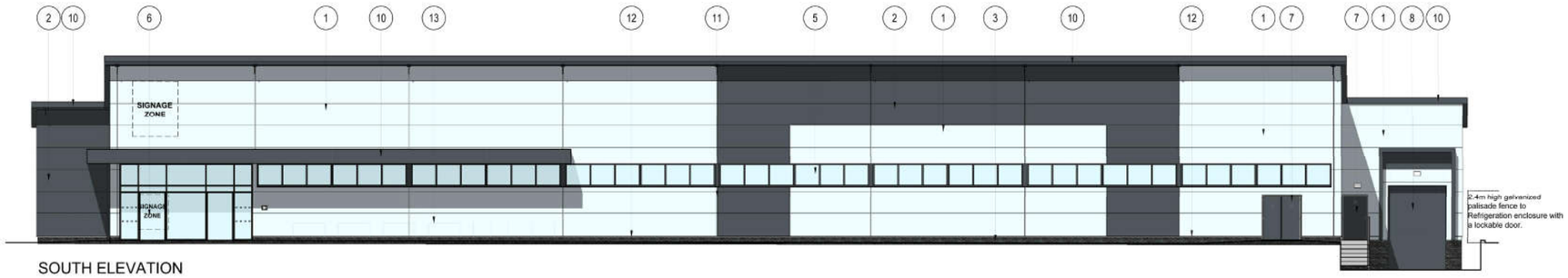
All window/entrance door frames, emergency escape doors and loading doors will be anthracite in colour.

The roof is clad in trapezoidal composite cladding panels, in Merlin grey colour, with all fascia's/gutters and downpipes to be anthracite in colour.
The loading bay to the north will be accessed via a ramp with a gradient of 1:18 which will have a brushed concrete finish with trowelled margins. Adjacent to the ramp is a metal mesh clad waste container, and a timber clad refrigeration enclosure.
The paving around the building will be either

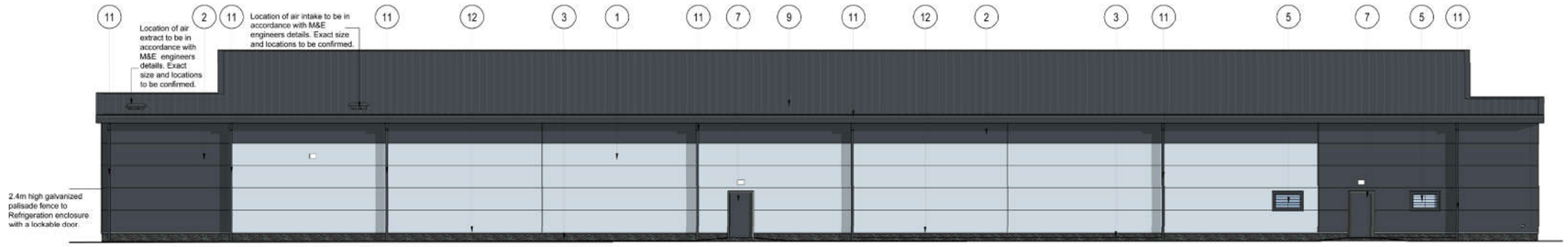




section 6 | design code



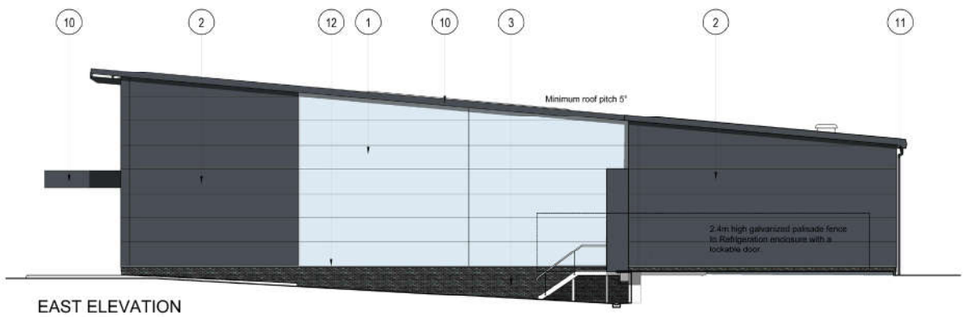
SOUTH ELEVATION



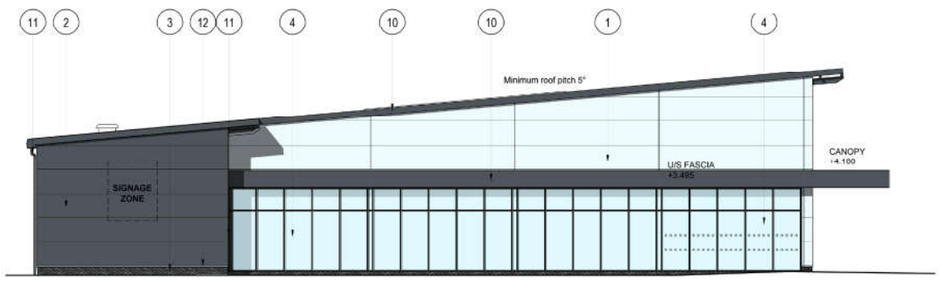
NORTH ELEVATION

MATERIALS SCHEDULE

1. Horizontally laid Micro-rib profile aluminium composite panels, PPC RAL 7016 (Anthracite)
2. Horizontally laid Micro-rib profile aluminium composite panels, PPC RAL 9006 (metallic silver)
3. Brick plinth, Charcoal
4. Shopfront, PPC Aluminium Frame, RAL 7016 (Anthracite)
5. Windows, PPC aluminium frame, RAL 7016 (Anthracite)
6. Entrance, PPC aluminium frame, RAL 7016 (Anthracite)
7. Solid core steel door, PPC RAL 7016 (Anthracite)
8. Insulated overhead sectional door, PVF coated steel RAL 7016 (Anthracite)
9. Trapezoidal profile aluminium composite roof panels, PPC RAL 7016 (Anthracite)
10. Aluminium Fascia, PPC RAL 7016 (Anthracite)
11. Rainwater goods, PPC RAL 7016 (Anthracite)
12. Aluminium flashing, PVF2 RAL 9006 (metallic silver)
13. Trolley bay rails, Satin finish stainless steel



EAST ELEVATION



WEST ELEVATION

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Units 9

Location
Unit 9 (a car showroom and workshop) is located in the south east corner of the site with a prominent position near the A259 roundabout, with affords the unit plenty of space for displaying cars.

Height/massing
The car showroom is a two storey building with a ridge height of 8m and 5m to the underside of the haunch.

Appearance
The broad principles behind the appearance of the development are:

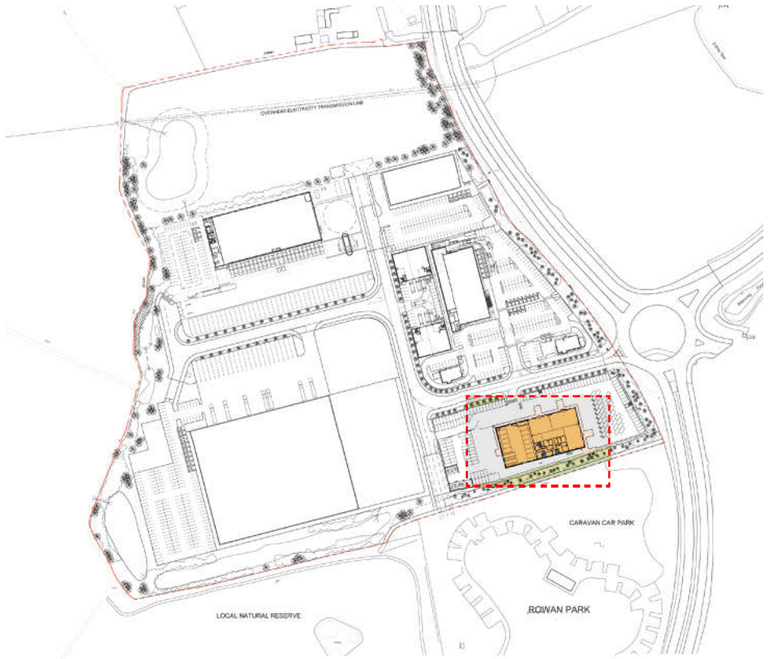
- Design of the car showroom to contribute to, and be an integral part, of the quality of the wider public realm and landscape setting, sitting comfortably within this part of the wider Salt Box development
- The development creates a visually pleasing environment with a good sense of place
- Functional requirements such as parking and servicing are integrated into the layout
- Choice of materials and detail of external spaces and buildings create a coherent and attractive whole.

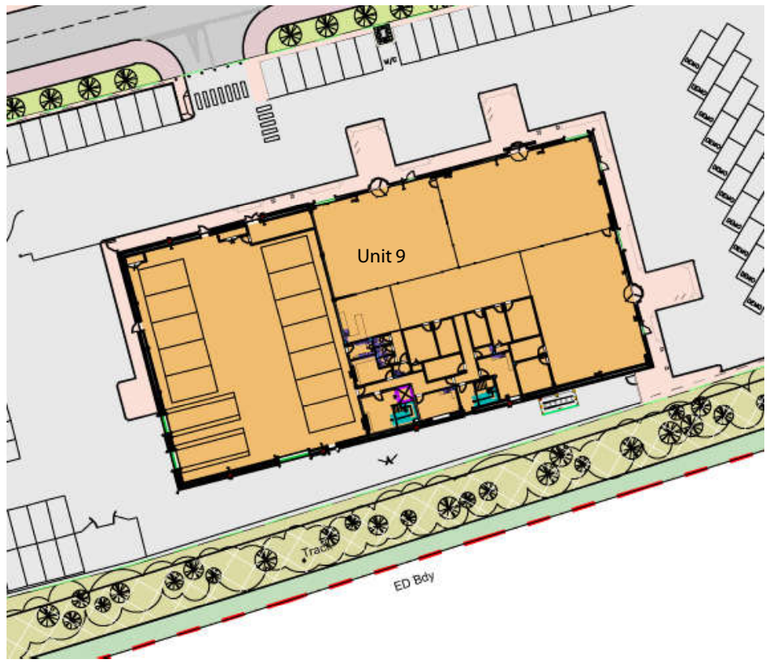
The car showroom represents an attractively designed two storey modern building, with extensive glazing on the public facing northern and eastern elevations and simple good quality detailing (see drawing Proposed Elevations 4001-PL). Merlin Grey metal cladding together with a low pitched roof and parapet provide a clean, sleek look. The large glazed areas on the north and eastern elevations ensure active surveillance of the main access road and areas around the building. Projecting revolving doors and signs above (details to be confirmed in a separate advertisement application) highlight the entrances to the building.

Roof lights allow natural light to flow into the building. Two vehicle doors/bays are located on the west elevation associated with the workshop and MOT testing area.

The area around the building will be finished in concrete paving slabs with tarmacadam and the demarcation of parking areas beyond. The boundary treatments feature hooped metal barriers to the display area and 2.4m high palisade fencing and gates to the service yard.

The car showroom building is located towards the centre of the site. As a car showroom this allows for vehicles to be displayed around the perimeter of the site with easy access for test driving, demonstrations and sales which are a vital aspect of the business operation. Two access points provide access into the site, from the northern access road and from the east.





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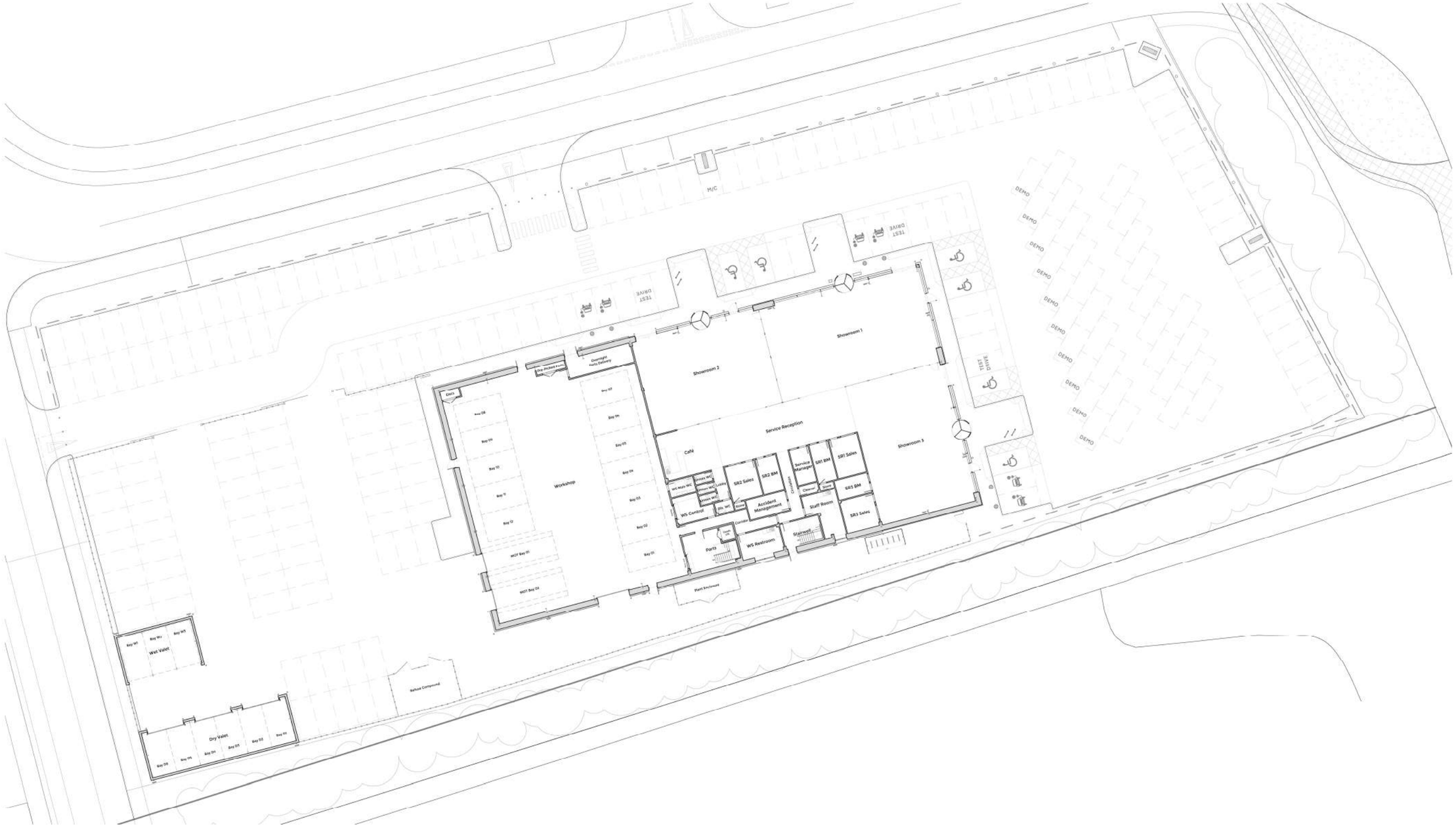

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The car showroom building incorporates workshops with a gross external area 1,933m². The remainder of the site provides access, vehicle storage, MOT testing bays and external display areas, parking and valet and refuse stores.

The car showroom includes:

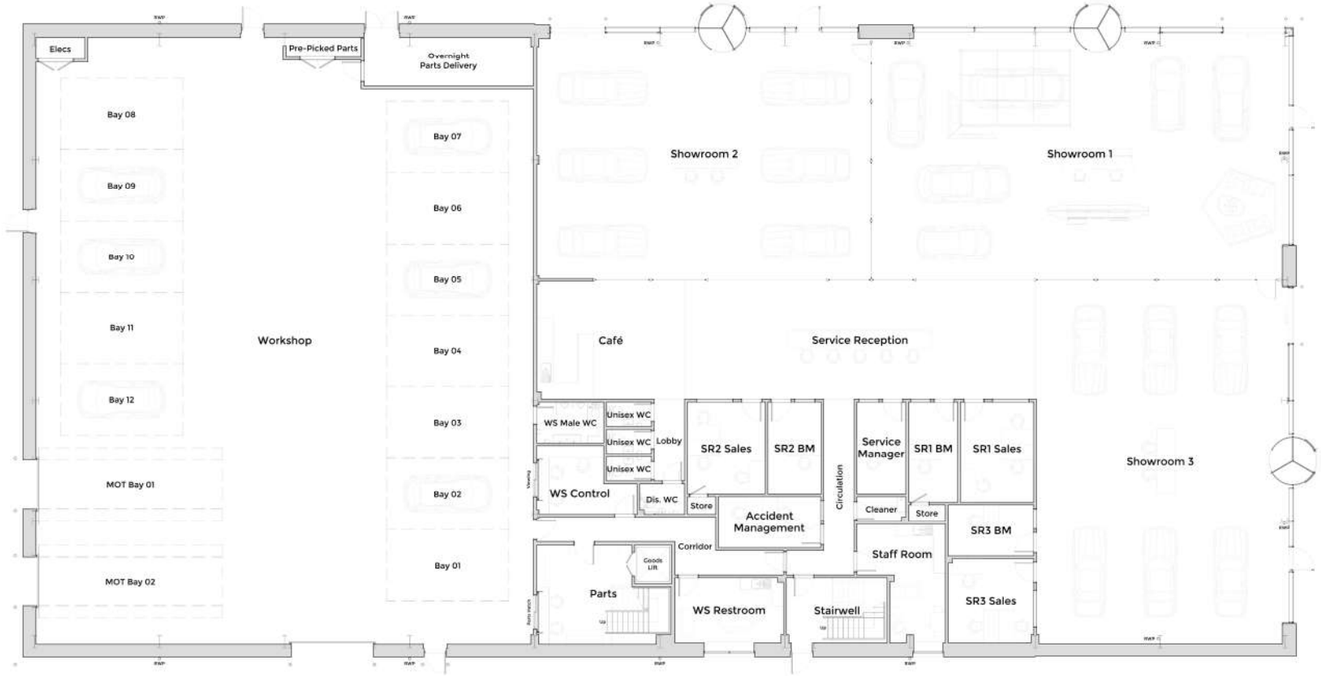
- three showroom areas
- service reception with cafe area and seating
- workshop (MOT testing/bays)
- sales, parts, restroom and offces

A total of 214 car parking spaces are provided within the site. These are for demonstration, display, staff, services and visitor purposes and include 6x electric charging points. Storage for 24 bicycles is also provided (12x staff and 12x visitor) together with 2 motorcycle spaces.

The main layout principles are:

- Customers and workers can easily access the site, and find their way around without difficulty
- The site is well laid out and carefully integrates vehicle movement and parking with pedestrian movement to create a safe environment
- Access taken from the northern access road and from the east
- The main car showroom entrances are clearly expressed and obvious along the northern and eastern elevation
- Dry and wet valet single storey buildings are located within the south western corner of the site
- Beyond the site boundary clipped hedgerows and clear stemmed hedgerow trees, lower level ornamental shrub planting and mown grass verges will create an attractive streetscene, develop visual interest, encourage biodiversity and seasonal interest, provide filtered views of the development, particularly from the south
- There is a coordinated environment
- Services + service access are sited in functional, unobtrusive locations

The overall aim is to provide a pleasant, professional and convenient place for both visiting and working as part of the entrance/gateway setting to Salt Box.



Ground floor plan

First floor plan

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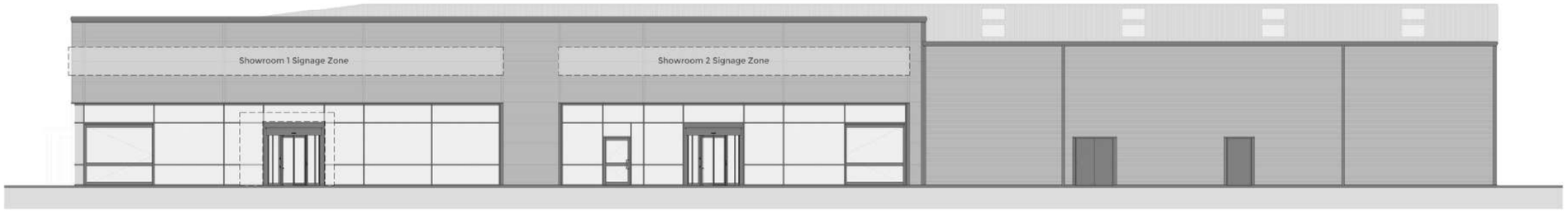
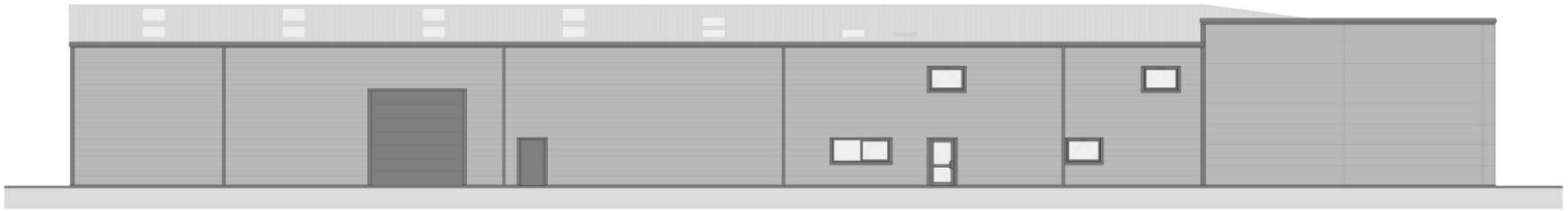
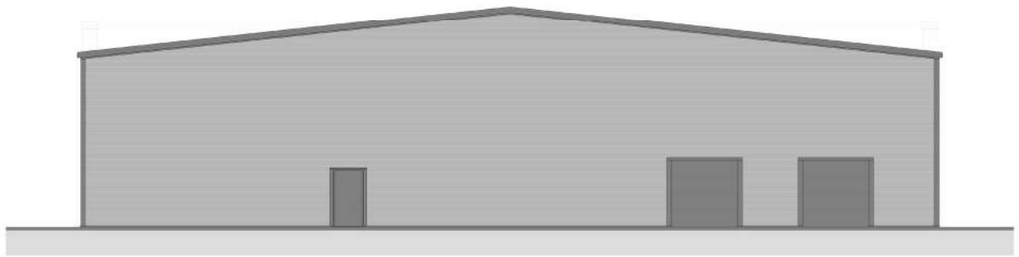
E **East Elevation**



N **North Elevation**



S **South Elevation**



W **West Elevation**

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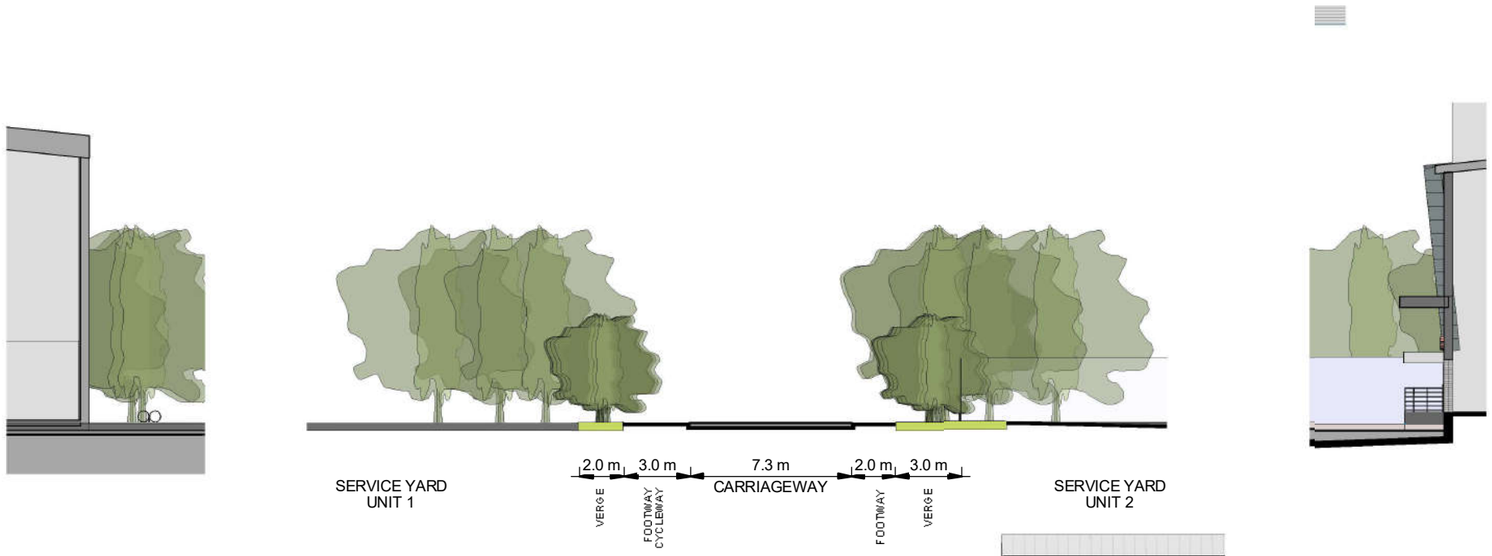
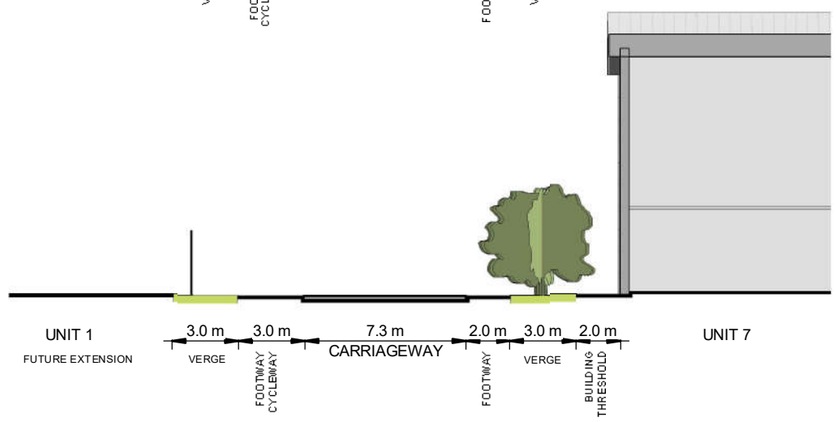
Street sections





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Proposed Colour Palette and Materials

Salmon Red BS:04E51

Hamlet 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

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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.

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.

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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 in to 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.

For further information please refer to Scotch Partners Energy statements which are submitted as part of this application.

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 pollution or horizontally, that may be obtrusive to external observers.

section 7 | conclusion

Conclusions and Summary

The site is identified in the Local Plan (2018) 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.

The site benefits from an extant hybrid planning permission for development of a similar scale and form and this revised proposal has been designed to accommodate an alternative mix of 'enabling uses' following the failure of the applicant to secure grant funding. The same design principles and parameters have been followed with a revised form of commercial development integrated within the site to ensure its viable delivery in line with Local policy objectives for the Salt Box site."

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.

ARUN DISTRICT COUNCIL BE/135/18/PL

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