



Oldlands Farm, Business Park, Bognor Regis - Design and Access Statement



Aerial photos courtesy of Windows Live Local

November 2007 Revision -



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1.0 Executive Summary

1.1 Aim of this Statement

This Design and Access Statement is designed to provide justification, context and rational behind the outline proposals and set the design strategy for the development of the Oldlands Farm Business Park and to guide prospective developers, occupiers and their professional advisers of the approach required in designing individual buildings within phase 1 and ultimately Phase 2 to achieve a High Quality Business Park desired by Arun District Council.

The Design and Access Statement is not intended to replace or supplement existing National or Local Planning Guidance documents. Rather it will act as an organic document capable of adaption to reflect changing circumstances during the development life of the park.

1.2 Policy Framework

To assist and provide guidance in the preparation of this statement, guidance has been sought from the following related local policies and documents;

Arun District Council - Local Plan 2003 Policy Site 6 and Development Brief;

Policy GEN1 – Sustainability

Policy GEN6 - Amount of New Commercial Development

Policy GEN 7 - The Form of New Development

Policy GEN 8 - Development and the Provision of Infrastructure

Policy GEN 9- Foul and Surface Water Drainage

Policy GEN11 - Inland Flooding

Policy GEN12 Parking in New Development

Policy GEN14 - Public Transport

Policy GEN15 - Cycling and Walking

Policy GEN17 - Access for People with Disabilities

Policy GEN18 - Crime Prevention

Policy GEN21 - Renewable Energy

Arun District Council - Emerging Local Development Framework (LDF)

2.0 Introduction

The Oldlands Farm site forms part of an approved urban extension to the north of Bognor Regis under Policy Site 5 and Policy Site 6 of the adopted Arun District Local Plan 2003. This urban extension includes the provision of a High Quality Business Park at Oldlands Farm, 1350 residential dwellings at Felpham and Bersted and the new A259 Relief Road. Outline consent and the associated legal agreements for the delivery of the housing and relief road have been secured. Detailed applications have been submitted for this.

As well as being designated for employment use the site forms part of Arun's strategy for the regeneration of Bognor Regis.

The site is being formed by the construction of the new A259 Bognor Northern Relief Road which will form the northern boundary of the site and provide the principal access point into the site.

The site when formed will extend to approximately 20 hectares (50 acres) in total which will be split into two distinct phases. Phase 1 which this statement concerns itself with and extends to approximately 8.3 hectares (20.5 acres) with the remaining area Phase 2 of approximately 11.35 hectares (28.05 acres) being subject to a further and separate planning application.

The viability assessment carried out by Drivers Jonas concludes that Oldlands Farm has the capacity to deliver a high quality business park of mainly B1/B1a accommodation in a relative low density scheme over time. It also concludes that to deliver the High Quality required the initial infrastructure requires funding from an alternative source other than that of the land owner or from Public Sector funds. It is therefore proposed to introduce an Asda food store into the development which will be capable of funding and delivering the necessary infrastructure to allow a fully serviced, landscaped site to be brought to the market ready for development as a High Quality Business Park at the northern gateway into Bognor Regis.

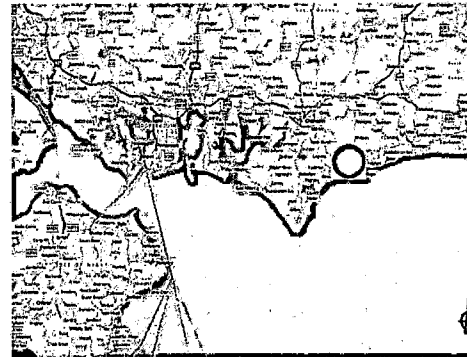


3.0 Site Location

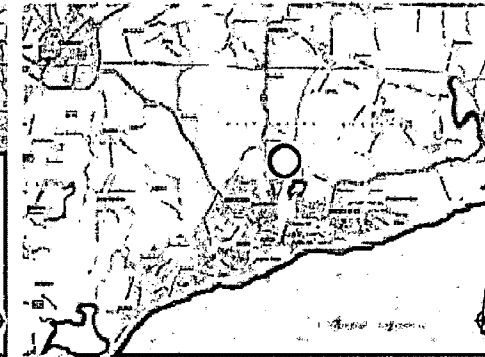
3.1 Site Location

The Oldlands Farm site occupies a prominent position on the northern boundary of Bognor Regis. It sits at the junction of the A29 and the new proposed A259 Northern Relief Road. The A29 is one of the main links into Bognor Regis from the A27 east-west trunk road. It is currently a green field site being given over to agriculture.

It has good links into the town via the A29 which is only 2.3.kilometres (1.43 miles) to the south and will be linked directly to Felpham in the east and North Bersted in the west by the construction of the A259 Northern Relief Road.



Central Southern England map

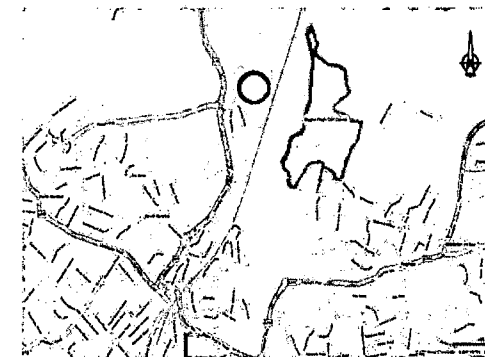


West Sussex map

Key



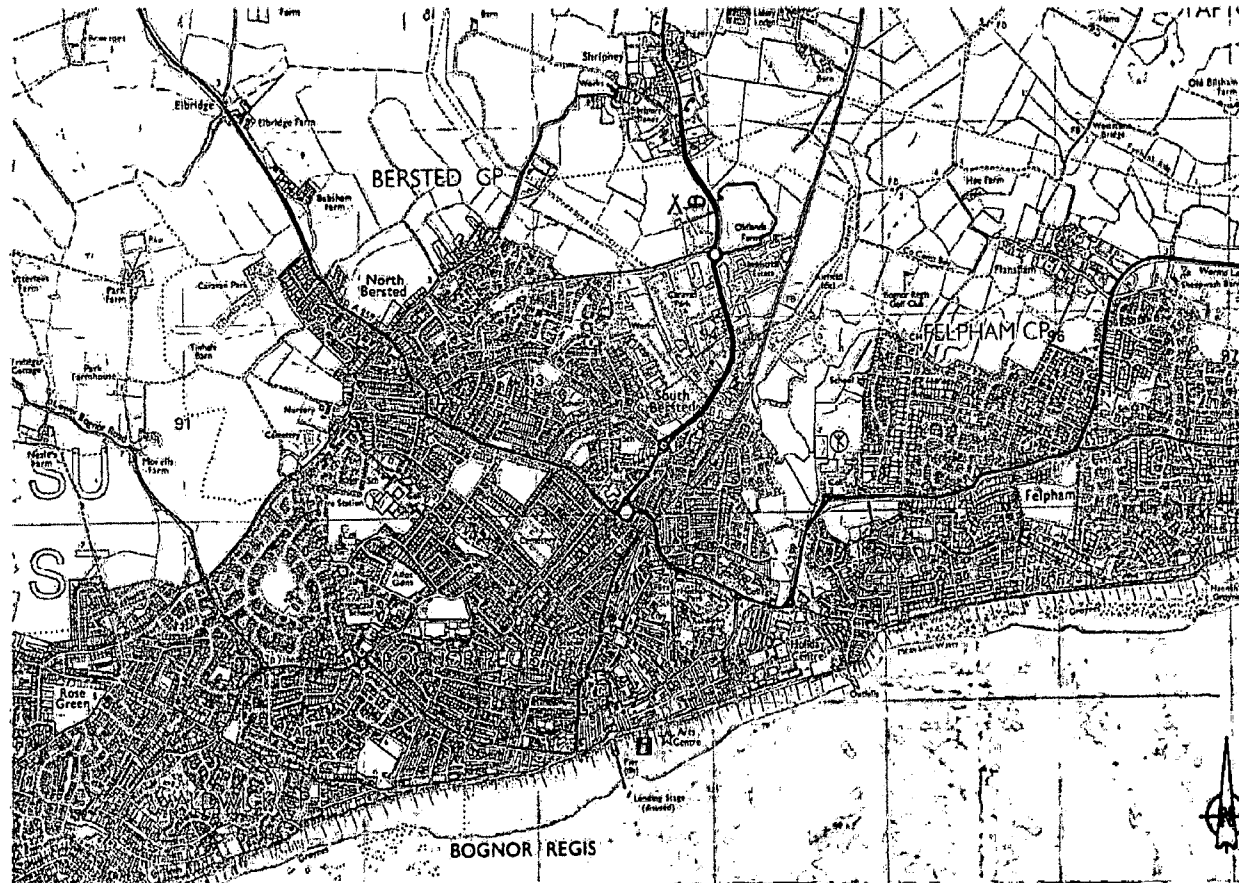
Site



Bognor site map

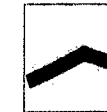
3.0 Site Location

3.3 Site Location Plan



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KEY



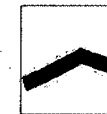
Site Boundary

3.0 Site Location

3.2 Location Plan



KEY



Site Boundary

4.0 The Site

4.1 Existing Site Description

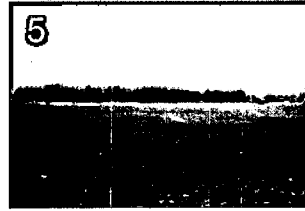
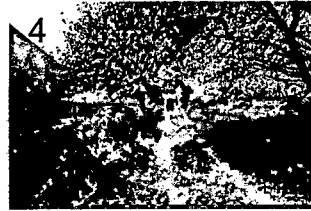
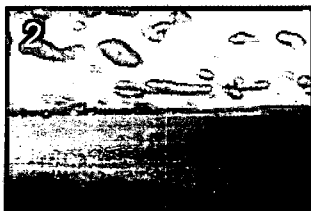
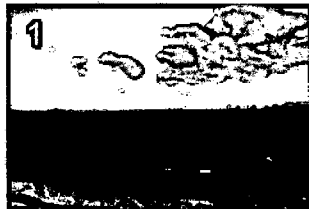
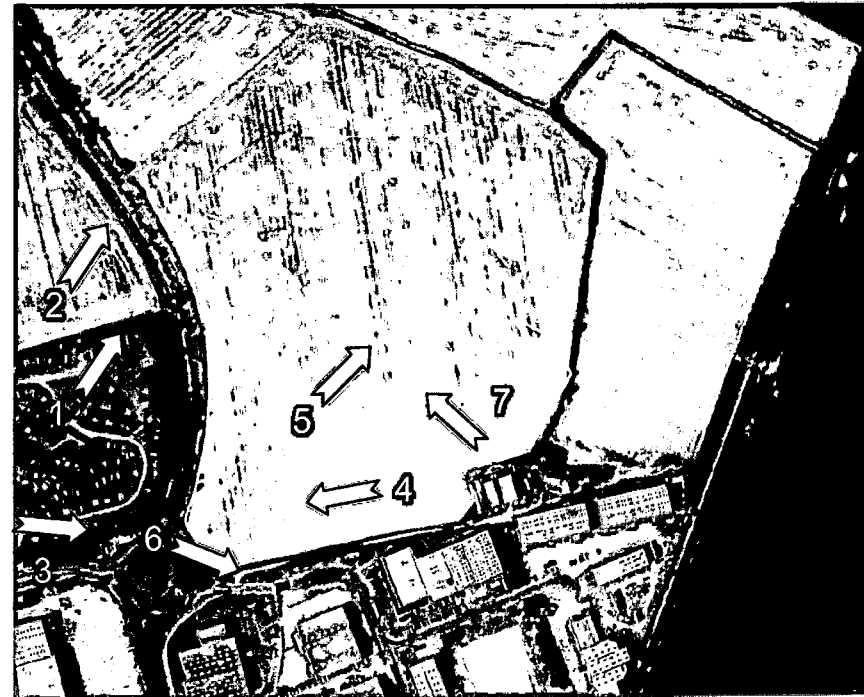
The site does not currently exist in its final form and will only be available for development once the A259 Northern Relief Road is completed.

The site is currently used as grade 2 agricultural land and slopes gently from west to east. There are no significant changes in level.

There are several water courses which cross the phase 2 site to the east which drain into the Lidsey Rife. The phase 2 site sits within the flood plane area below the 2.0m (AOD) contour line which forms the boundary between the two phases.

There are no existing buildings on the site.

4.2 Existing Plan & Photographs



4.0 The Site

4.3 Surrounding Area

The western perimeter of the site is bounded by the A29 Shripney Road and is contained partly behind hedgerow. Beyond the A29 is a mobile home leisure park, and beyond that open farm land.

To the south lays a track which serves the old Oldlands Farm buildings which are partly derelict, although the house is still occupied. This track is partly contained by hedgerows. Beyond that to the immediate south is the Southern Cross Industrial Estate.

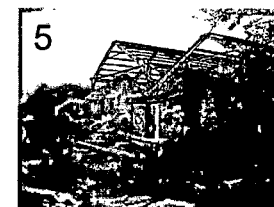
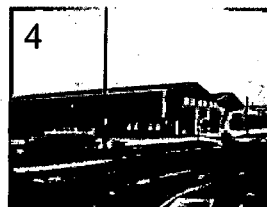
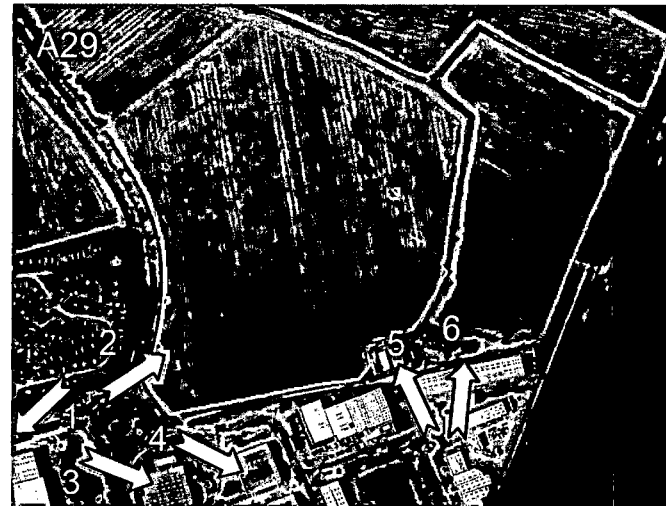
At the south east corner of the site is a roundabout on the A29 which gives access to the Southern Cross Industrial Estate via steyning way with Rowan Way leading to North Bersted in the west, The A29 continuation to the Town Centre in the south.

On the opposite corner of the roundabout from the site is the Bognor Regis Retail Park and wrapped around that and beyond is a large mobile home leisure park.

To the east of the subject site, phase 1, is the phase 2 site which is bounded by the Barnham/Bognor Regis railway line. Beyond that it is mainly farm land, a disused air strip and the Bognor Regis Golf Course and the site of the proposed Policy 6 housing.

To the north of the site is a continuation of the farm land of Oldlands Farm. The village of Shripney which straddles the A29 is approximately 0.5 Kilometres (0.3 miles) north of the site. The construction of the Northern Relief Road will ultimately form the northern boundary.

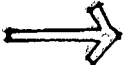
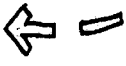
4.4 Existing Plan & Photographs

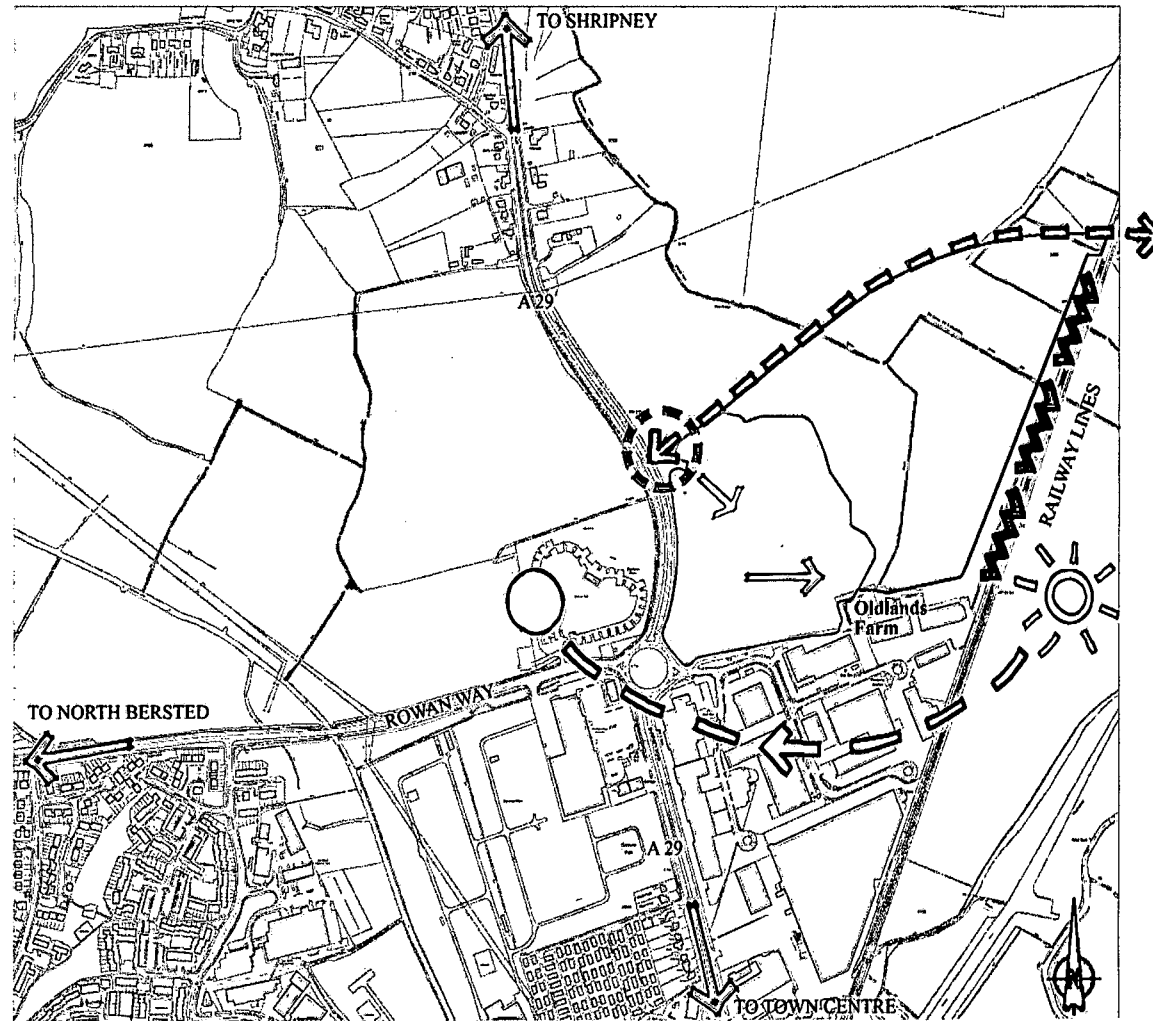


4.0 The Site

4.5 Site Analysis Plan

Key

-  Proposed relief road
-  Noise
-  Proposed New Roundabout
-  Access Routes
-  Slope
-  Sun Path
-  Proposed Site Entrance
-  Water Courses

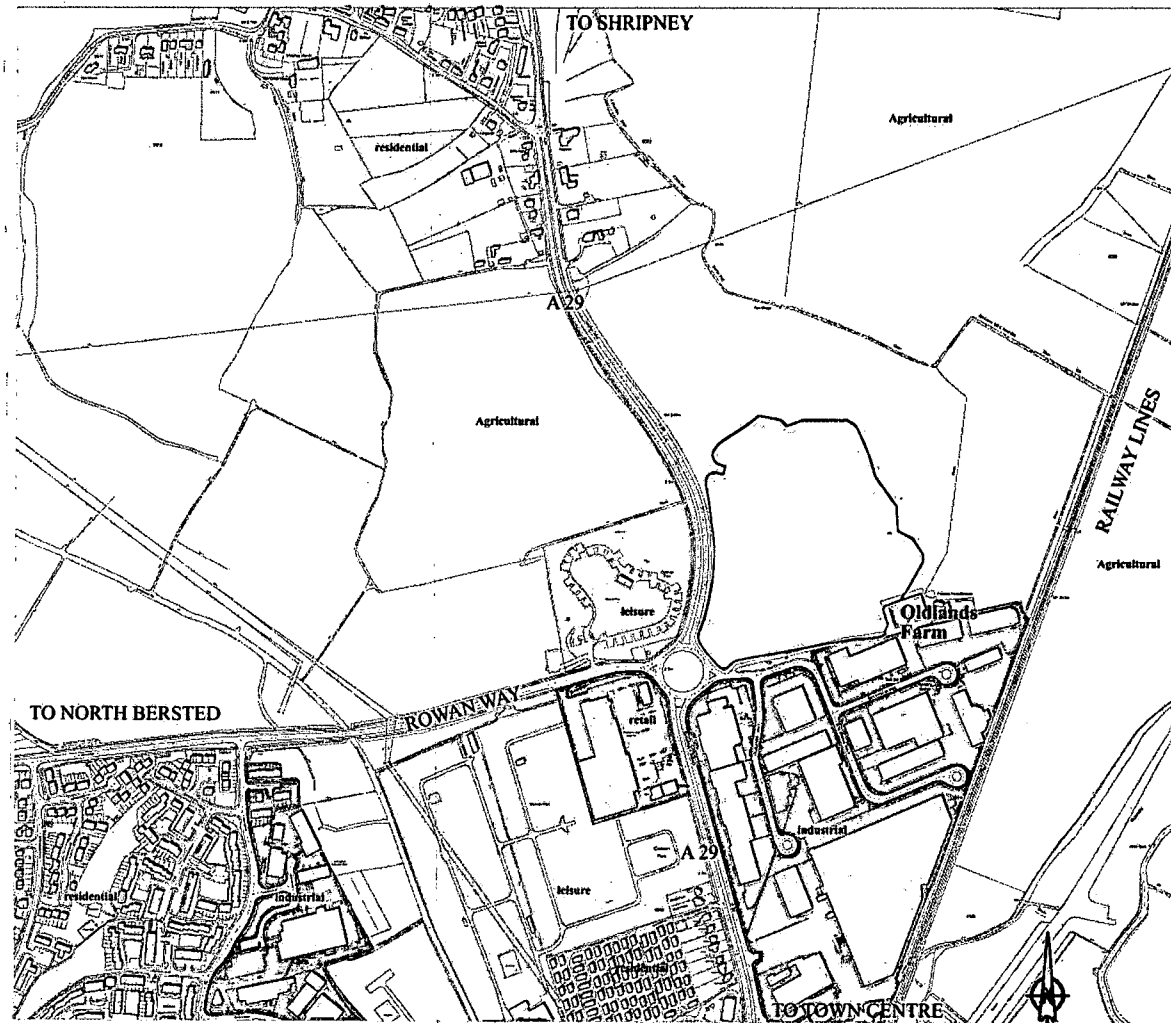


4.0 The Site

4.6 Site Analysis Plan – Land Use

Key

	Residential
	Leisure
	Industrial
	Retail



5.0 Development Strategy

Strategy for the development of the site

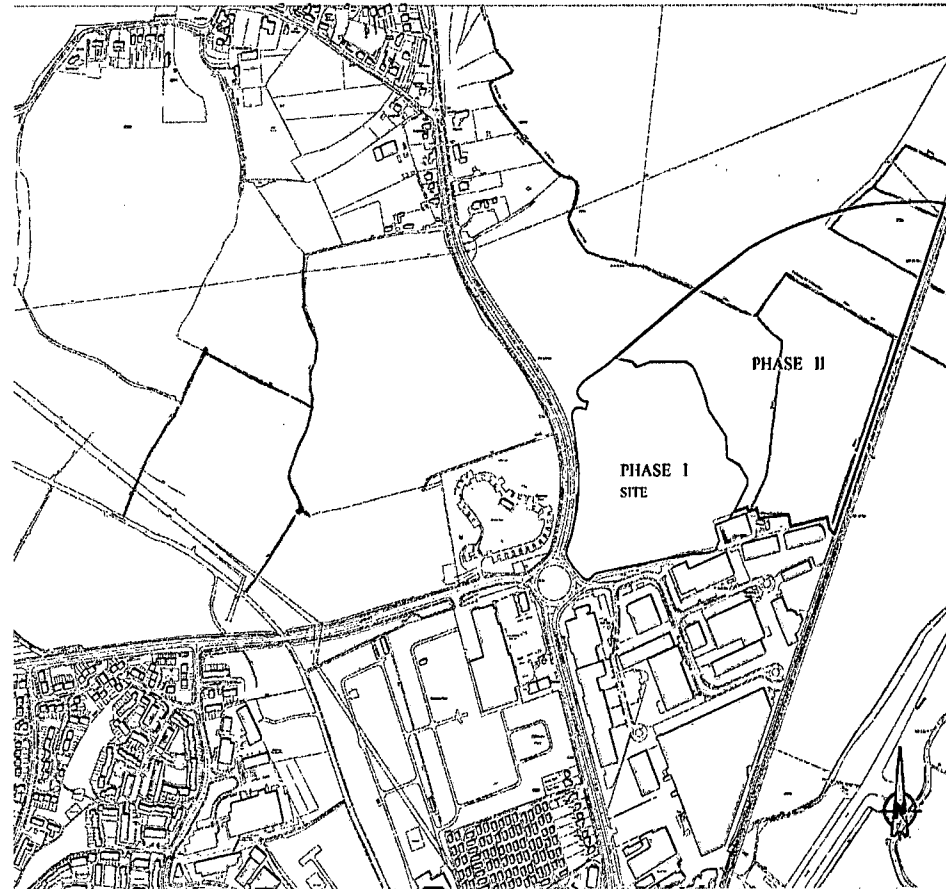
Arun District Council have allocated the Oldland Farm site for a High Quality Business Park as part of an approved urban extension to the north of Bognor Regis under Policy Site 5 and Policy Site 6 of the Adopted Arun District Local Plan 2003. This urban extension includes the provision of a High Quality Business Park at Oldlands Farm, 1350 residential dwellings at Felpham and Bersted and the new A259 Relief Road.

As well as being designated for employment use the site forms part of Arun's strategy for the regeneration of Bognor Regis.

The site is being formed by the construction of the new A259 Bognor Northern Relief Road which will form the northern boundary of the site and provide the principal access point into the site.

This Design and Access Statement seeks to achieve the same objectives as the Policy Document to provide the basis for the implementation of an integrated development and for the location and delivery of key infrastructure components and assessment of future planning applications for individual buildings.

This objective becomes more pronounced when it is clear that to kick start such a development it requires a leading anchor tenant such as Asda to invest in the infrastructure and strategic landscaping in an interrelated way in relation to the entire site.



5.0 Development Strategy

5.1 Proposals

The proposals are for the development of Phase 1 of Oldlands Farm Bognor Regis as a High Quality Business Park with a Food Store for Asda Stores Ltd.

An indicative master plan has been prepared showing how this may be achieved.

The master plan shows that a provision of approximately 19,500 GEA of High Quality B1/B1a office space could be provided in a number of size units ranging from 557 to 8,918 sq m GEA, plus a 7,507 sq m food store.

This can be further broken down into the following areas:-

PARAMETERS ASSESMENT										
Plot No	Class	Maximum Build Height (m)	No Storeys	Maximum Car Parking Spaces	Maximum Net Floor Space Gross (sq ft)	Maximum Net Floor Space Gross (sq m)	Maximum Gross External Area (sq ft)	Maximum Gross External Area (sq m)	Approximate Plot Area (sq m)	Maximum Building Footprint (sq m)
Plot A	A1	12	1	600	78,000	7,246	80,810	7,507	29,153	6,733
Plot B	B1/B1a	16	2/3	155	47,000	4,366	47,900	4,459	7,477	1,590
Plot C	B1/B1a	16	3	310	80,000	7,432	96,000	8,918	14,772	2,592
Plot D	B1/B1a	9	2	42	10,000	929	12,000	1,115	3,301	512
Plot E	B1/B1a	9	2	67	15,000	1,394	18,000	1,672	3,881	816
Plot F	B1/B1a	9	2	64	30,000	2,787	36,000	3,345	6,220	1,908
Total Area				1238	260,000	24,155	290,810	27,016	64,804	14,151

5.0 Development Strategy

5.3 Design Approach

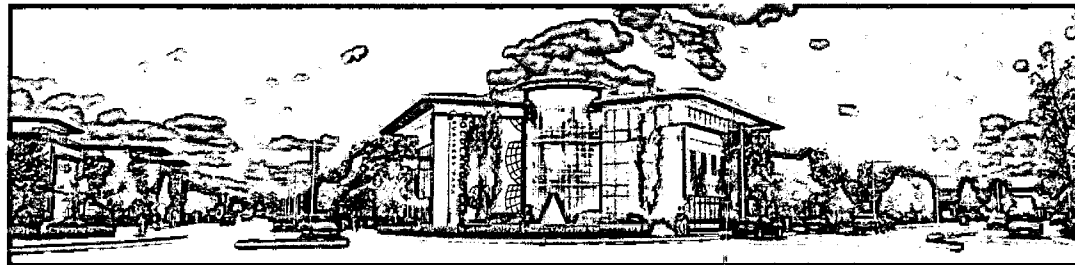
The site's unique position at the northern edge of Bognor Regis on the A29 presents an excellent opportunity to provide a flagship 'Gateway' development.

With the main entrance into the site provided off the new roundabout being formed by the junction of the Northern Relief Road with the A29, the area immediately adjacent has been identified as the most likely site for a three storey flagship building acting as a focal point from the A29 and new relief road providing a high quality gateway into the development and Bognor Regis itself.

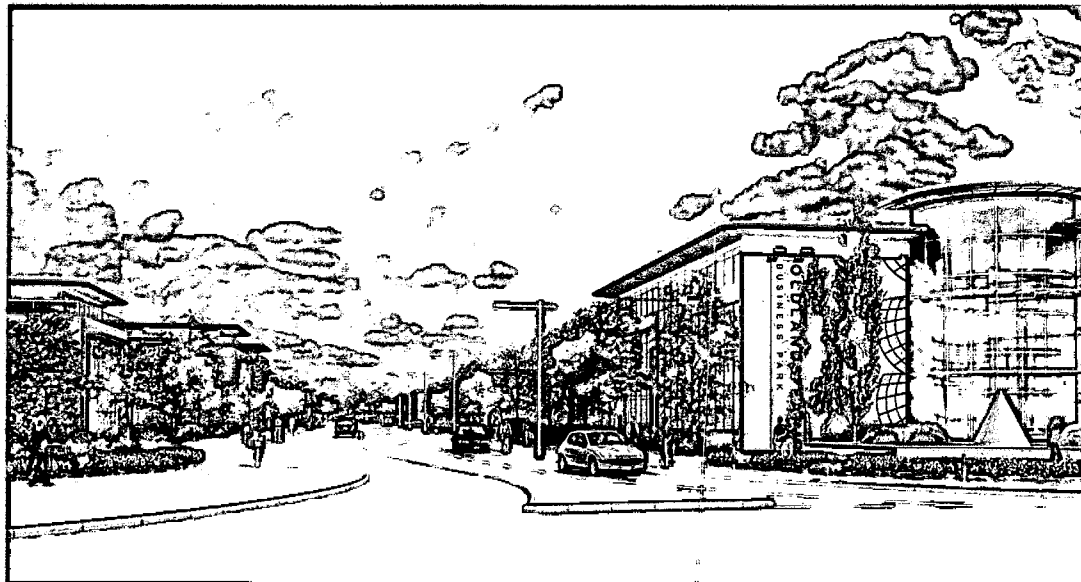
The design approach for the phase 1 development has been to optimise the site's attractiveness as a business park offering relatively low density high quality office space in a landscaped environment.

The design is aimed at delivering a scheme that is attractive set in a landscaped environment to rival competing business parks in the region.

The design of the infrastructure has been carefully considered to enable the design strategies of phase 1 set out in this statement to be carried through into the phase 2 development sites.



View from proposed access roundabout



5.0 Development Strategy

5.4 Layout

The buildable area of the phase 1 site is contained by 2.0m (AOD) contour/Fluvial Flood Plain and the requirement to provide access and infrastructure into the phase 2 development site.

The principal access into the site has been predetermined by Policy Site 6 and the location and design of the Northern Relief Road. With the formation of this new relief road access into the site is provided by way of a central spine road offering generous proportioned landscaping margins, pedestrian footpaths and cycle ways together with central landscaped reservation all forming an attractive avenue into the development.

This will provide access to large serviced plots for prestige buildings aimed at major occupiers to be set in their own landscaped estate. The main avenue in turn leads to a central roundabout which forms the hub of the internal road network and allows for the future link road to serve the phase 2 development. From this hub access can be gained to smaller business unit sites and the Asda food store.

The Asda food store sits at another key flagship site adjacent to the existing roundabout on the A29. Here it is proposed that a generous area of landscaping left between the store and road is sculptured into a feature which could contain Park signage or a piece of public art.

A major feature of the development is the desire to bring public transport into the site. This has been included in the layout by the provision of a dedicated bus route from the A29 through the development to the highway hub in the centre of the site. This route will be able to serve both the offices and food store offering an alternative means of travelling to the development.

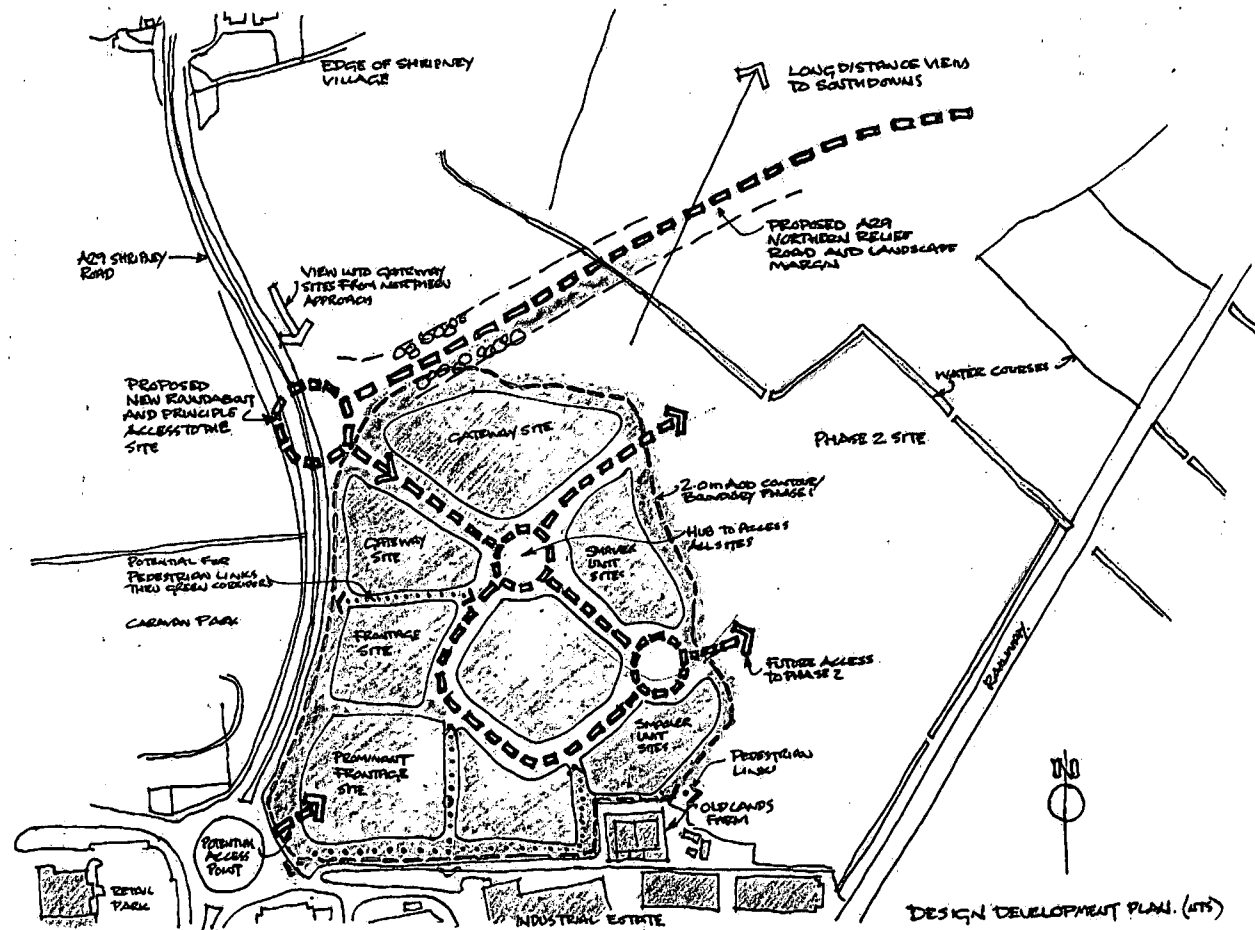
A network of pedestrian and cycle routes are also proposed linking the various development sites with the existing highways network and proposed cycleway initiatives through safe landscaped corridors.

A series of design development sketches follow which demonstrate the process in arriving at the final masterplan which forms the basis of this application.

5.0 Development Strategy

5.4 Design Development Process

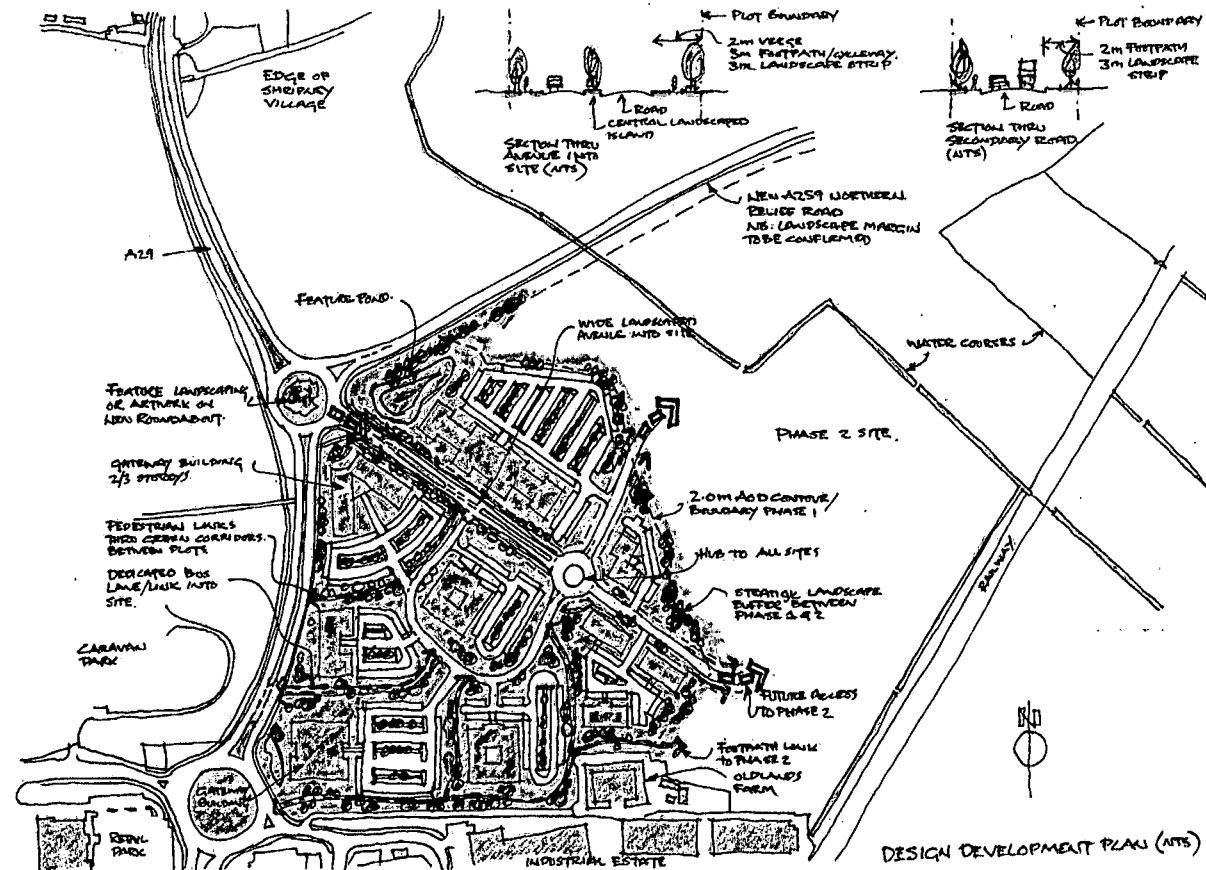
- Proposed A259 northern relief road and landscape margin
- Hub to access all sites
- Pedestrian links around the phase 1 site
- Potential for pedestrian links through green corridors
- Views into gateway sites from northern approach
- Proposed new roundabout and principal access to the site from A29 at the north
- Prominent frontage site opposite existing A29 roundabout



5.0 Development Strategy

5.5 Design Development Process

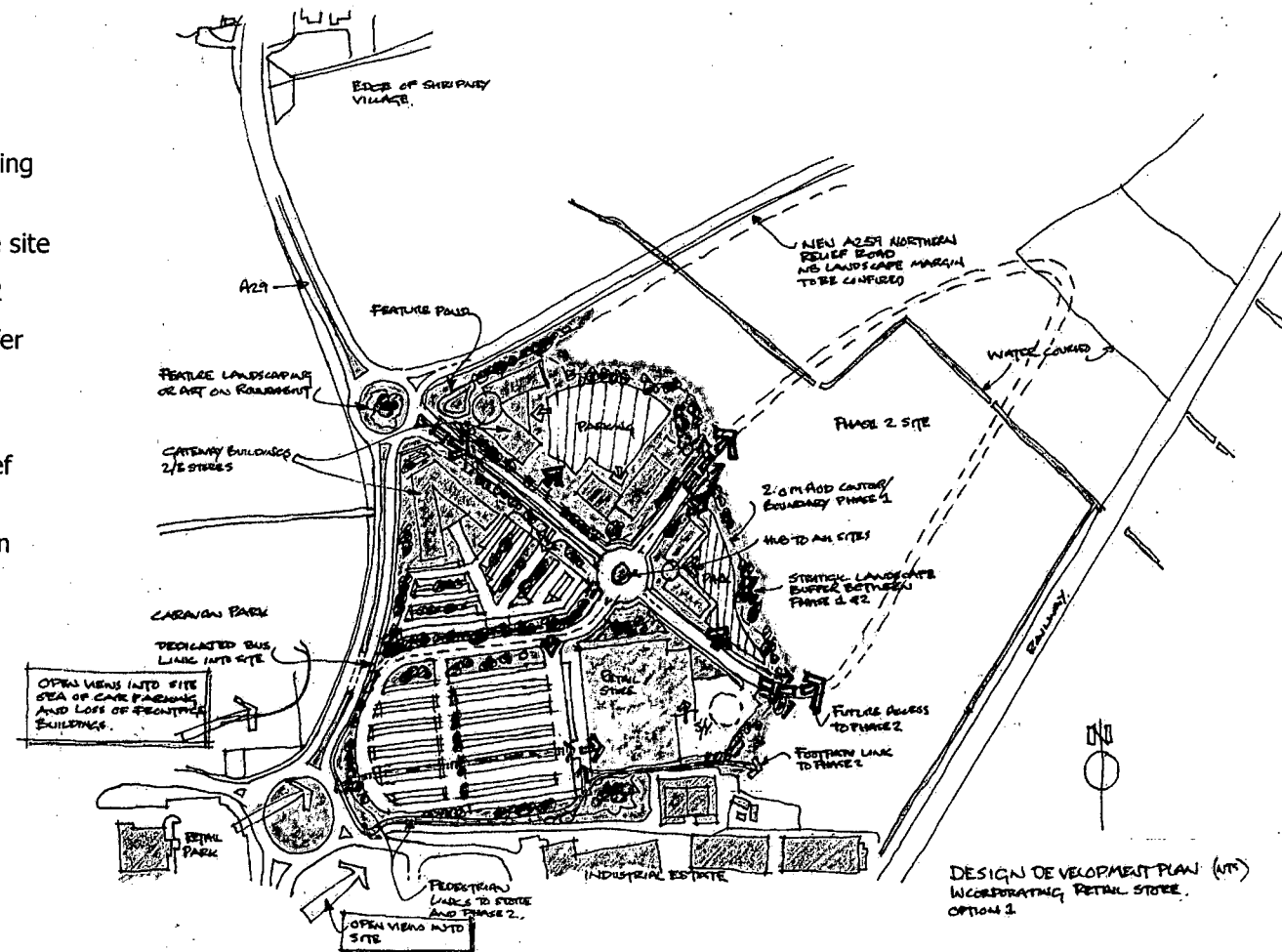
- Wide landscape avenue into site
- No retail store
- Dedicated bus lane/link into site
- Pedestrian links through green corridors between plots
- Gateway building 2/3 storeys high
- Footpath link to phase 2
- Strategic landscape buffer between phase 1 and 2
- Hub to all sites
- New A259 northern relief road
- Feature landscape/art on entrance roundabout



5.0 Development Strategy

5.6 Design Development Process

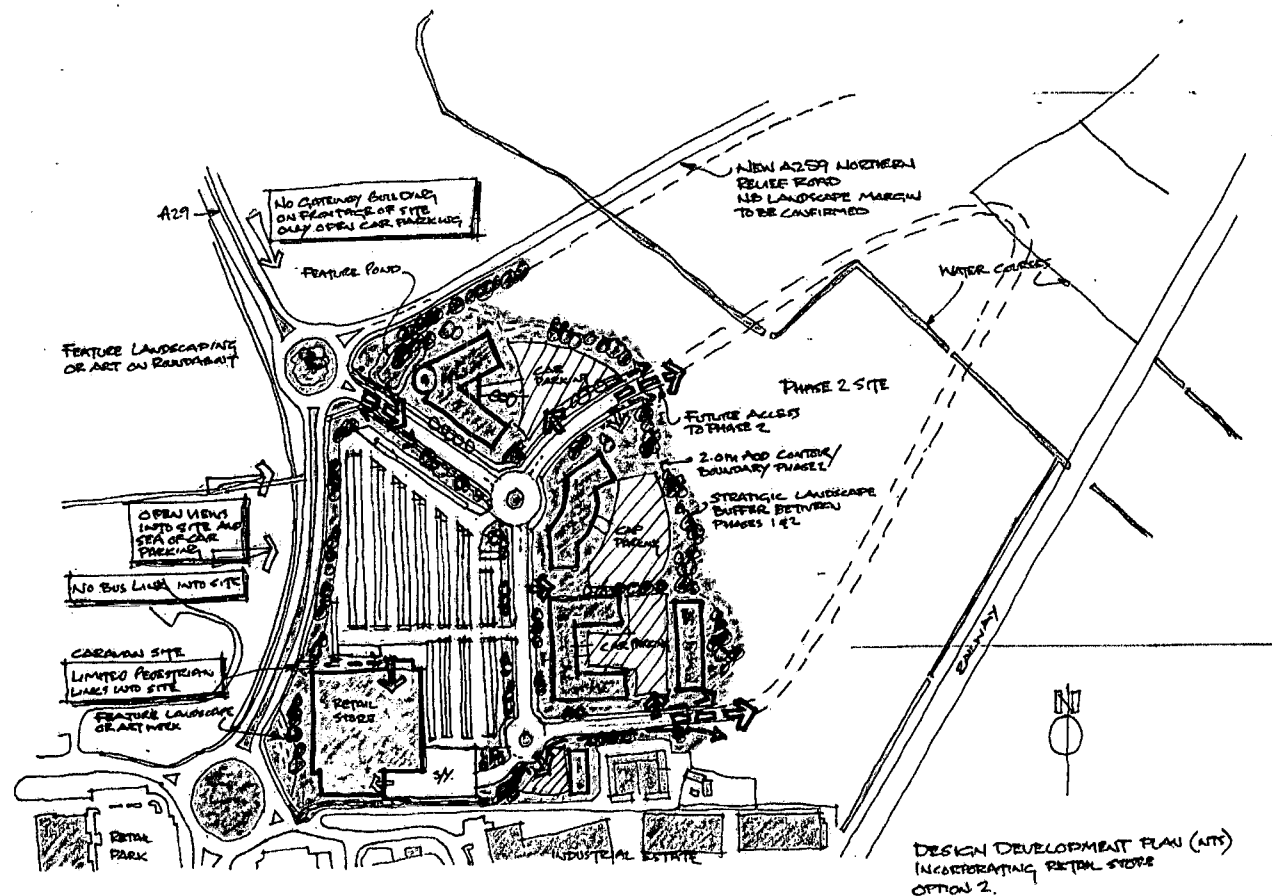
- Dedicated bus lane leading into the site
- Open views towards the site
- Footpath link to phase 2
- Strategic landscape buffer between phase 1 and 2
- Hub to all sites
- New A259 northern relief road
- Feature landscape/art on entrance roundabout



5.0 Development Strategy

5.7 Design Development Process

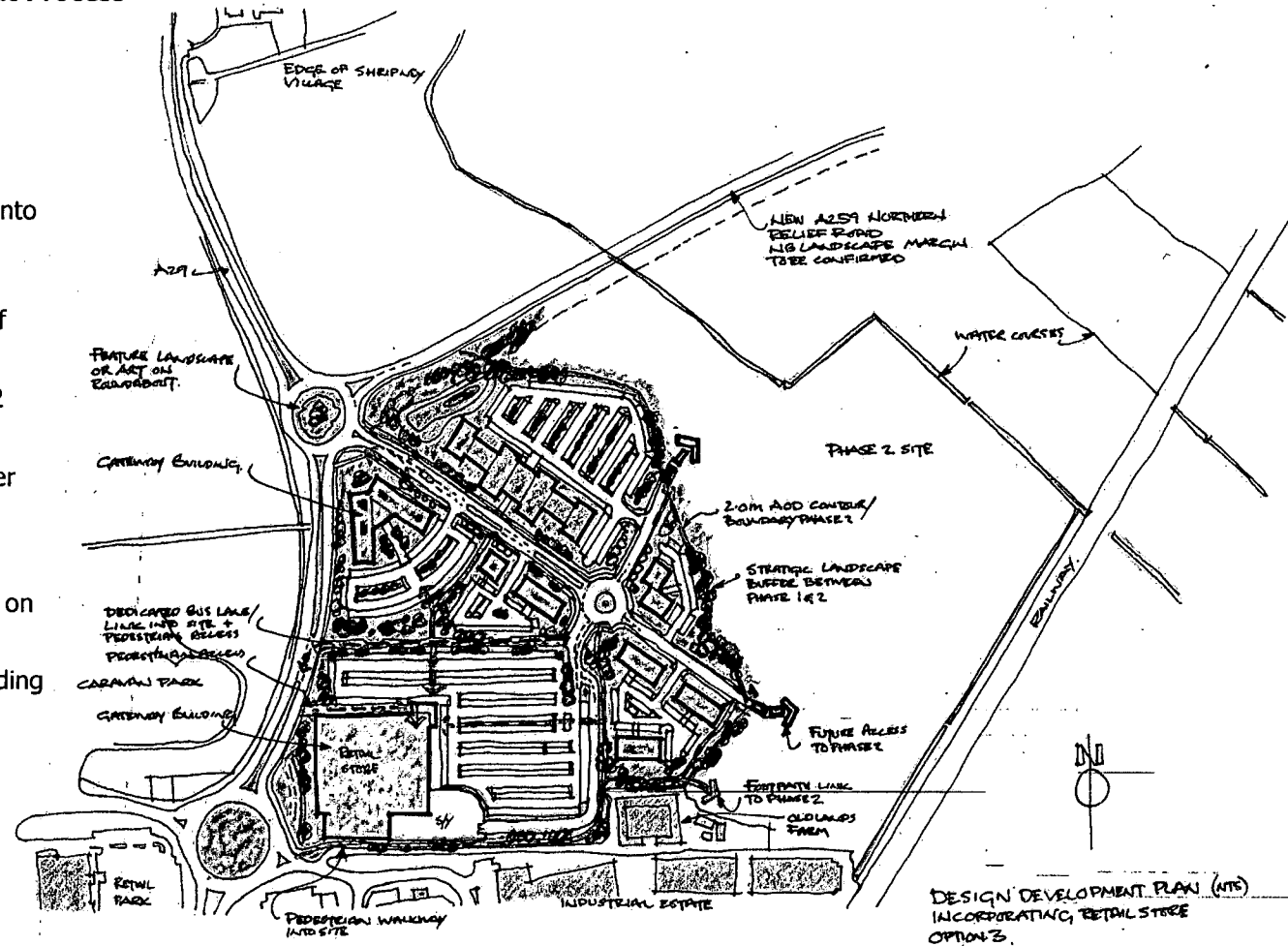
- No bus lane leading into the site
- Open views towards the site
- Future access to phase 2
- Strategic landscape buffer between phase 1 and 2
- Limited pedestrian links into the site
- New A259 northern relief road
- Feature landscape/art on entrance roundabout



5.0 Development Strategy

5.8 Design Development Process

- Dedicated bus lane/link into site including pedestrian access
- New A259 northern relief road
- Future access to phase 2 including footpath link
- Strategic landscape buffer between phase 1 and 2
- Gateway building
- Feature landscape or art on entrance roundabout
- Pedestrian walkways leading into the site



5.0 Development Strategy

5.9 Environmental & Sustainability

With the current trends in global warming, climate change and the ever increasing desire to challenge the boundaries of sustainable design within the construction industry. It is intended that the Oldlands Farm Business Park development should promote the highest level of sustainability it can achieve.

It is the aim of the development team to lead and encourage the use of sustainable ideas and philosophies within the design and development of all plots in the realm of the master plan.

The incorporation of this ideal into this development should be addressed at the beginning of the design process and should involve but not be limited to the following;

- Quality of Design
- Quality of the environment
- Orientation of individual buildings to maximise daylight while minimising solar gain.
- Locally sourced materials where available and appropriate to reduce pollution from transport of materials.
- Reasonable provision shall be made for the conservation of fuel and power by limiting heat gains and losses through thermal elements and other parts of the building fabric
- The use of energy efficient methods in the design, running and long term maintenance of the development
- The re-use of grey water where appropriate
- Use of sustainable drainage systems

6.0 Landscape Strategy

Context

The land is currently in agricultural use. The tree and shrub vegetation on the site is mainly associated with field boundaries and water courses within and on the edge of the site. The site is largely level sloping gentle to the east. The surrounding area is open agricultural land to the north with a tree and shrubscreen to the village of Shripney and the A29 in the west, to the south it is developed industrial land with minimal vegetation.

6.1 Strategy

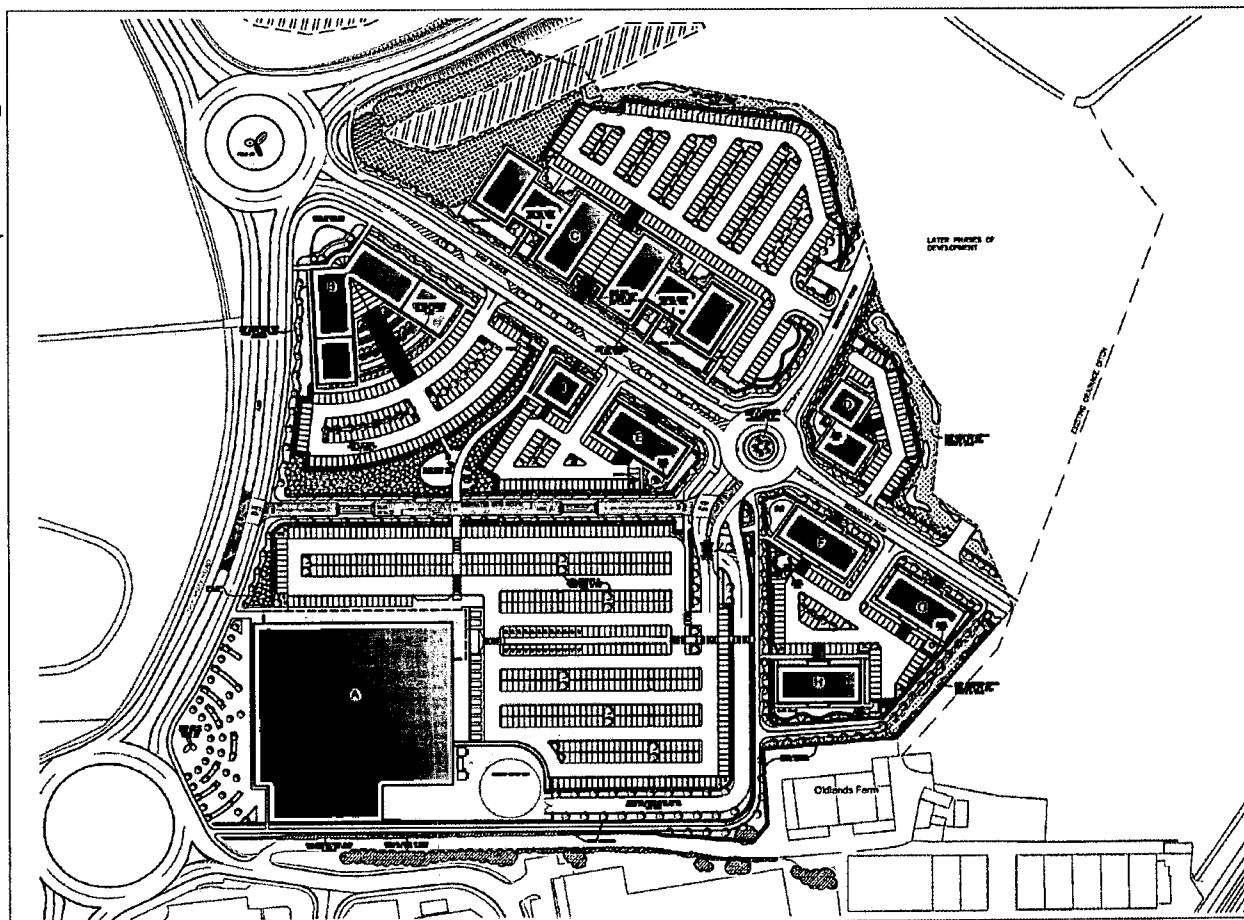
The strategy for the landscaping is to optimise the site's potential as a High Quality business park at the northern Gateway into Bognor Regis offering relatively low density high quality office space in a well maintained environment. The design is aimed at delivering a scheme that is set in an attractive landscaped environment to rival competing business parks in the region and to assimilate the new development into the existing landscape. The key features designed to do this are;

- Establish a planting and maintenance programme for the early establishment of the landscaping
- Establish a strategy for the continuation of the landscape into the phase 2 development site
- Provide structural perimeter planting to development boundary and plot boundaries using native species
- Retaining and gapping up existing hedgerows with indigenous species where possible to the A29 boundary and track leading to Oldlands Farm
- Provide new boundary hedgerow planting both formal and naturalistic along pedestrian and cycle routes
- Provide formal managed tree and shrub planting to estate road margins
- Provide formal tree and shrub planting with car park areas to break up the mass of parking either in division between car bays and in isolated planting bays. Individual tree pit planting is not considered appropriate
- Low maintenance amenity grassed areas

6.0 Landscape Strategy

6.2 Landscape Master Plan

- The primary entrance to the site, located at the new roundabout on the A29, is characterised by the formal landscaping to the front of a new landmark building located on plot B.
- From this point a strong avenue of fastigate oak trees (*Quercus robur* 'Fastigiata Koster') characterizes the primary estate road leading towards the internal roundabout.
- This approach is repeated along A29 and leads to a generous arc of fastigate trees to the west of plot A, creating an impressive setting for a piece of public art.
- Below these oak trees generous grass verges sweep along the road edge flanked by a flowing edge of low and medium size shrubs which provide a buffer between the roads and the individual plot landscapes.
- The internal roundabout, located at the south-eastern end of the primary estate road, acts as a focal point at the end of the oak avenue. This focal point is dominated by a grove of multi-stem birch trees (*Betula pendula*) on the roundabout itself and is surrounded by a ring of fastigate oak trees and formal hedgerows.

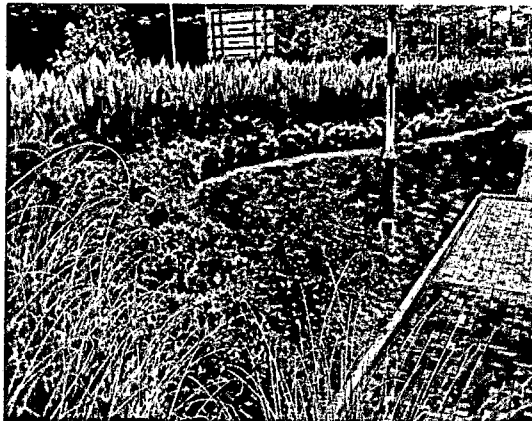
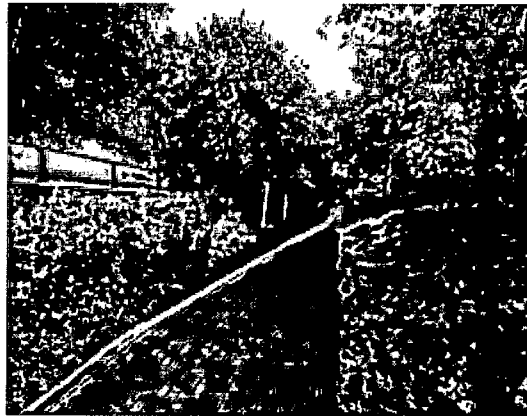


6.0 Landscape Strategy

6.3 Photo's of Typical Soft Landscaping



Landscape arrangements between walkways



Flowing grass spaces with herbaceous planting, ornamental grasses and shrubs

7.0 Integral Approach Plot Layouts

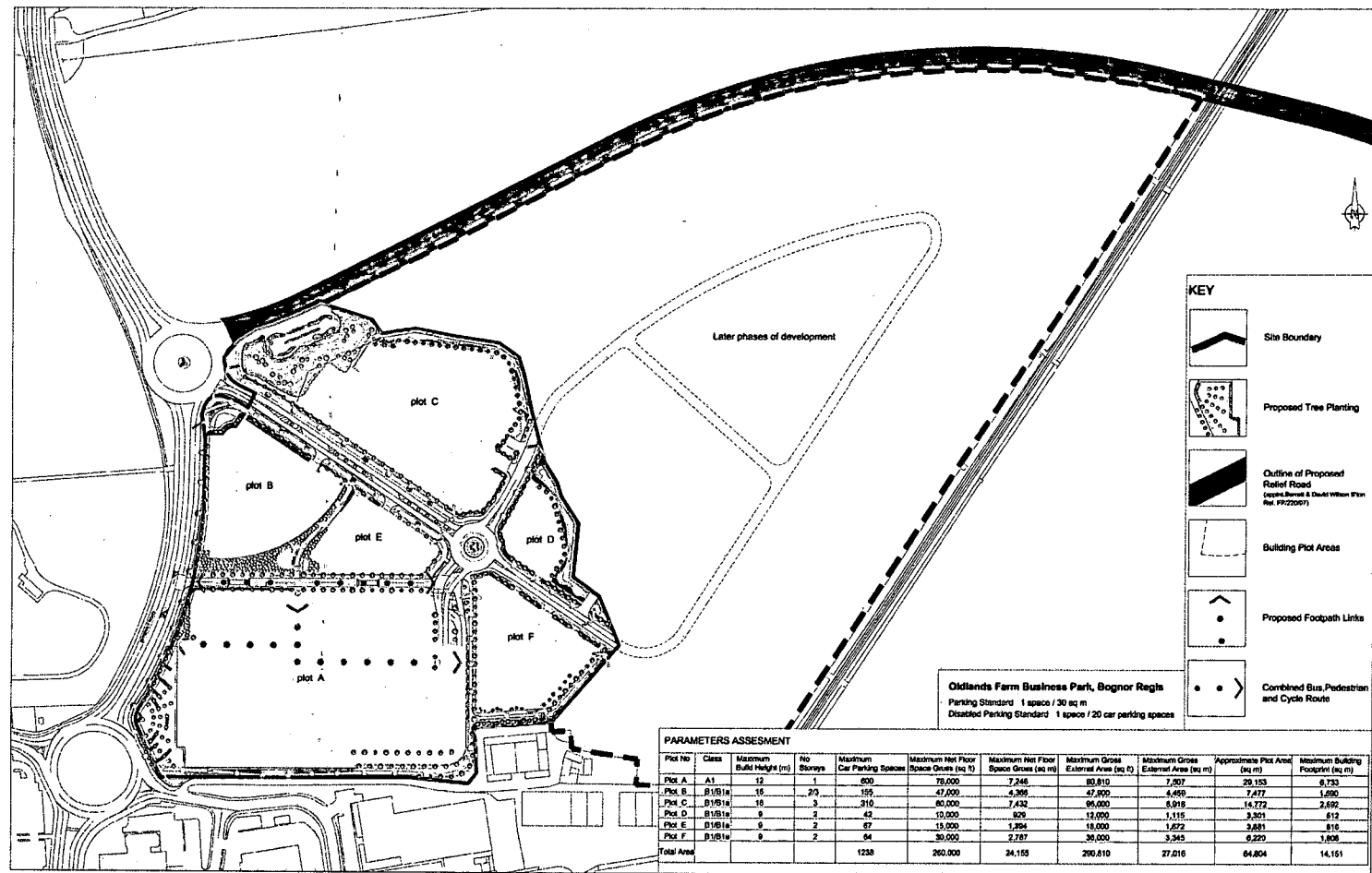
7.1 Parameters

The primary access to the Oldlands Farm Business Park is from the A29. As the site develops over time, access positions and site infrastructure will increase and expand connecting the individual plots. Through an integrated design approach as set out in this Design and Access Statement, a fully integrated high quality business park can be achieved.

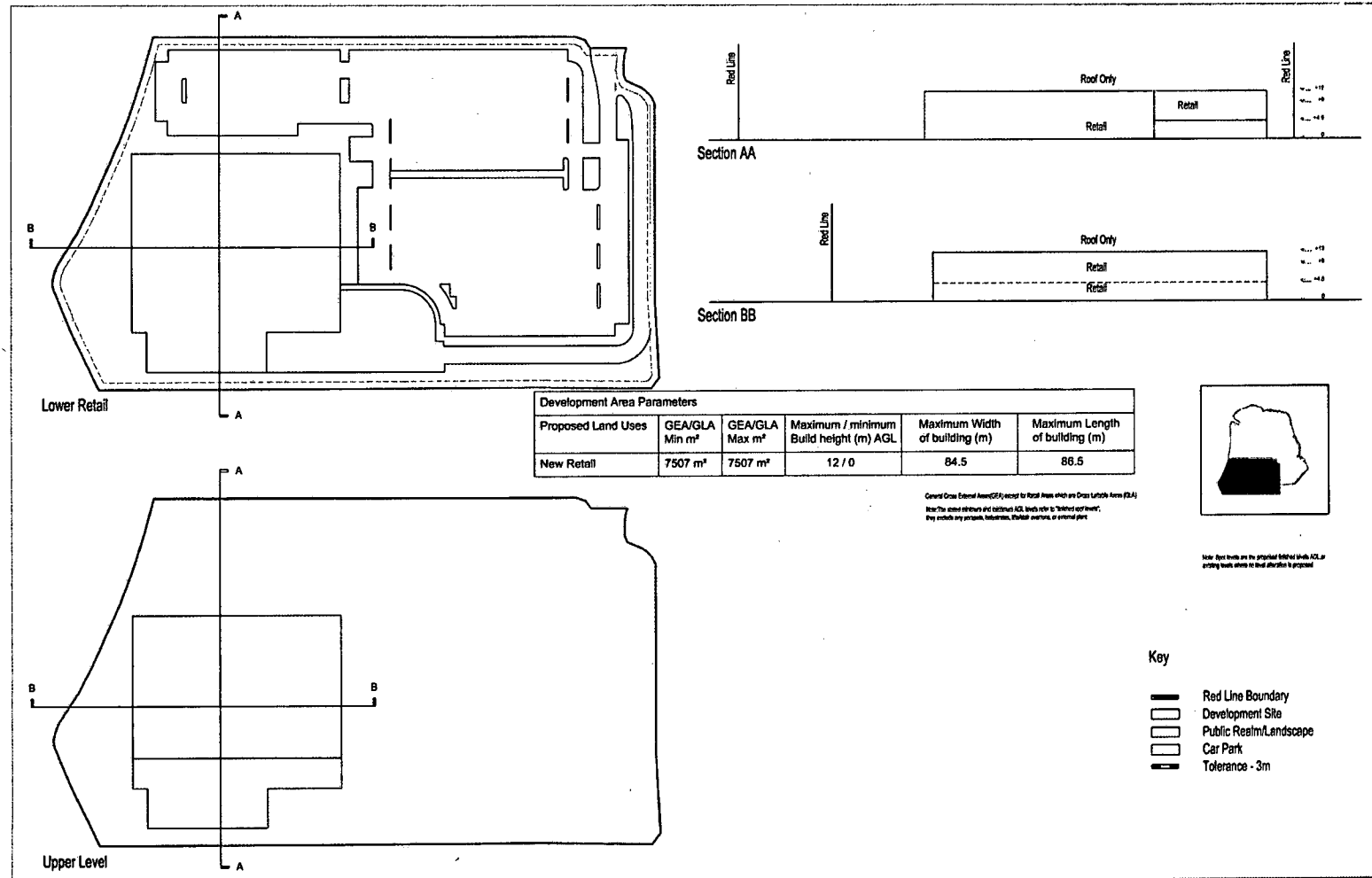
Individual plots have been evaluated and parameter plans draw up to define the scale and massing of the buildings which could be achieved on each plot.

7.0 Integral Approach Plot Layouts

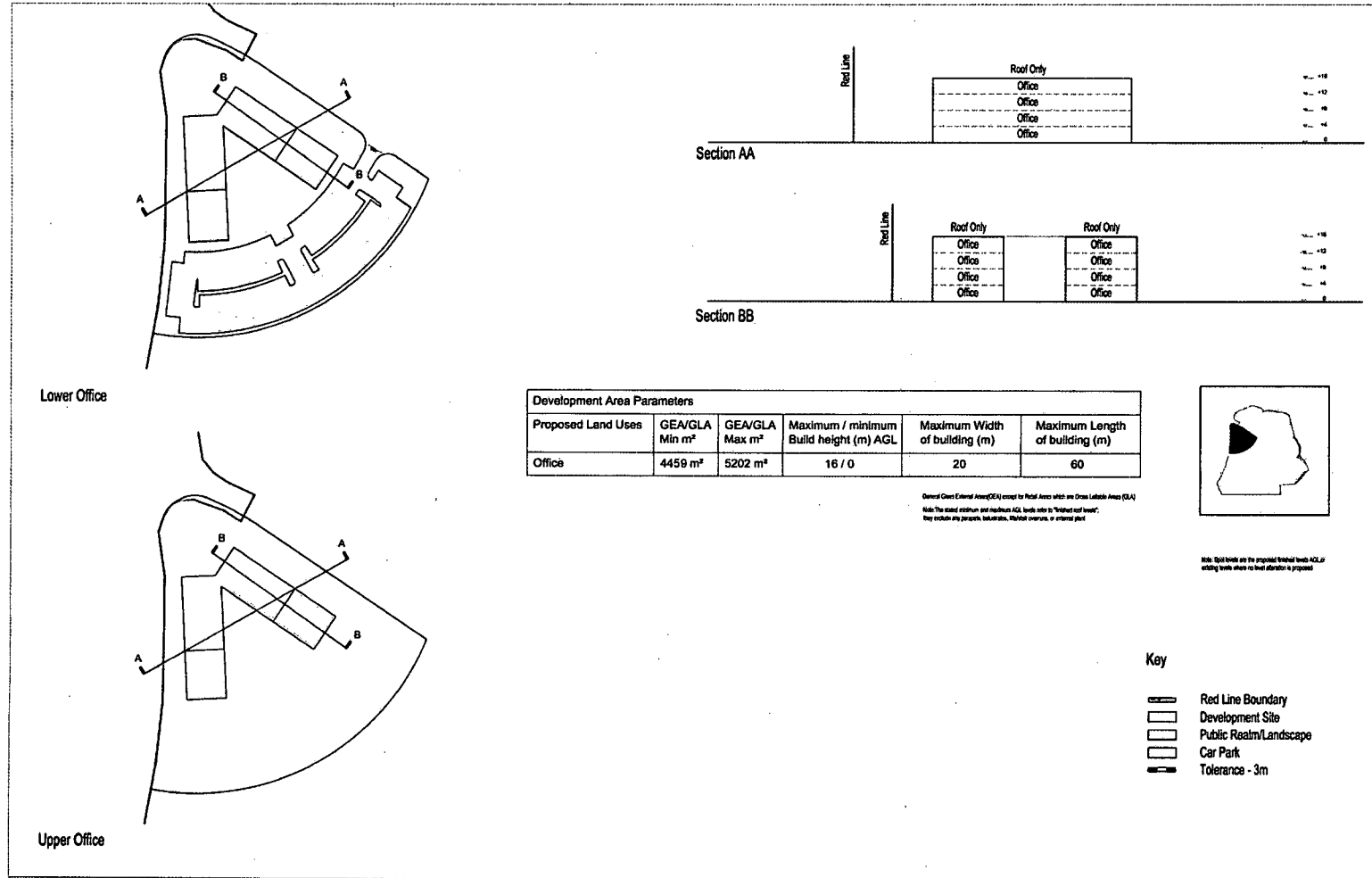
7.2 Parameter Plans



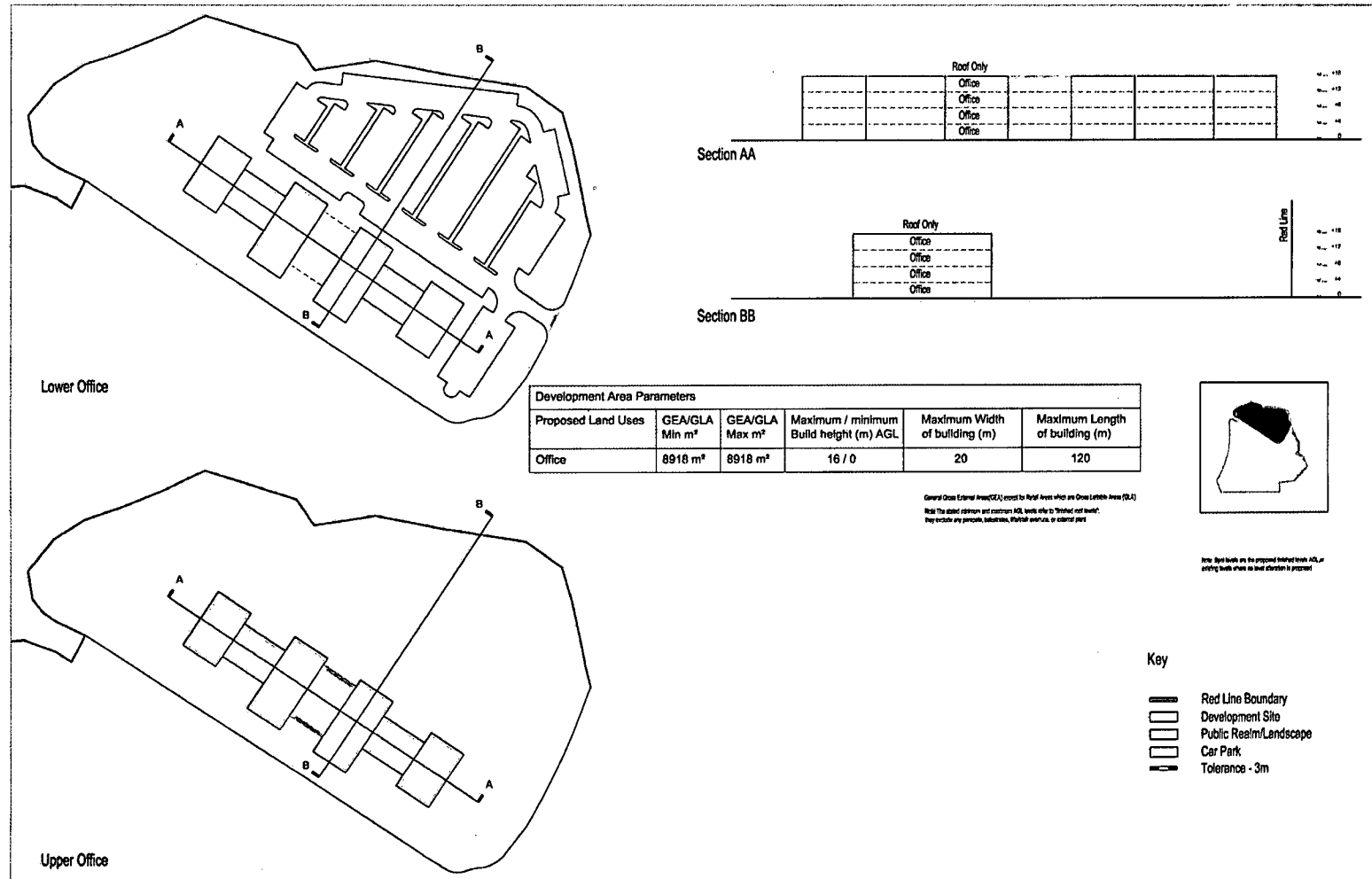
7.0 Integral Approach Plot Layouts



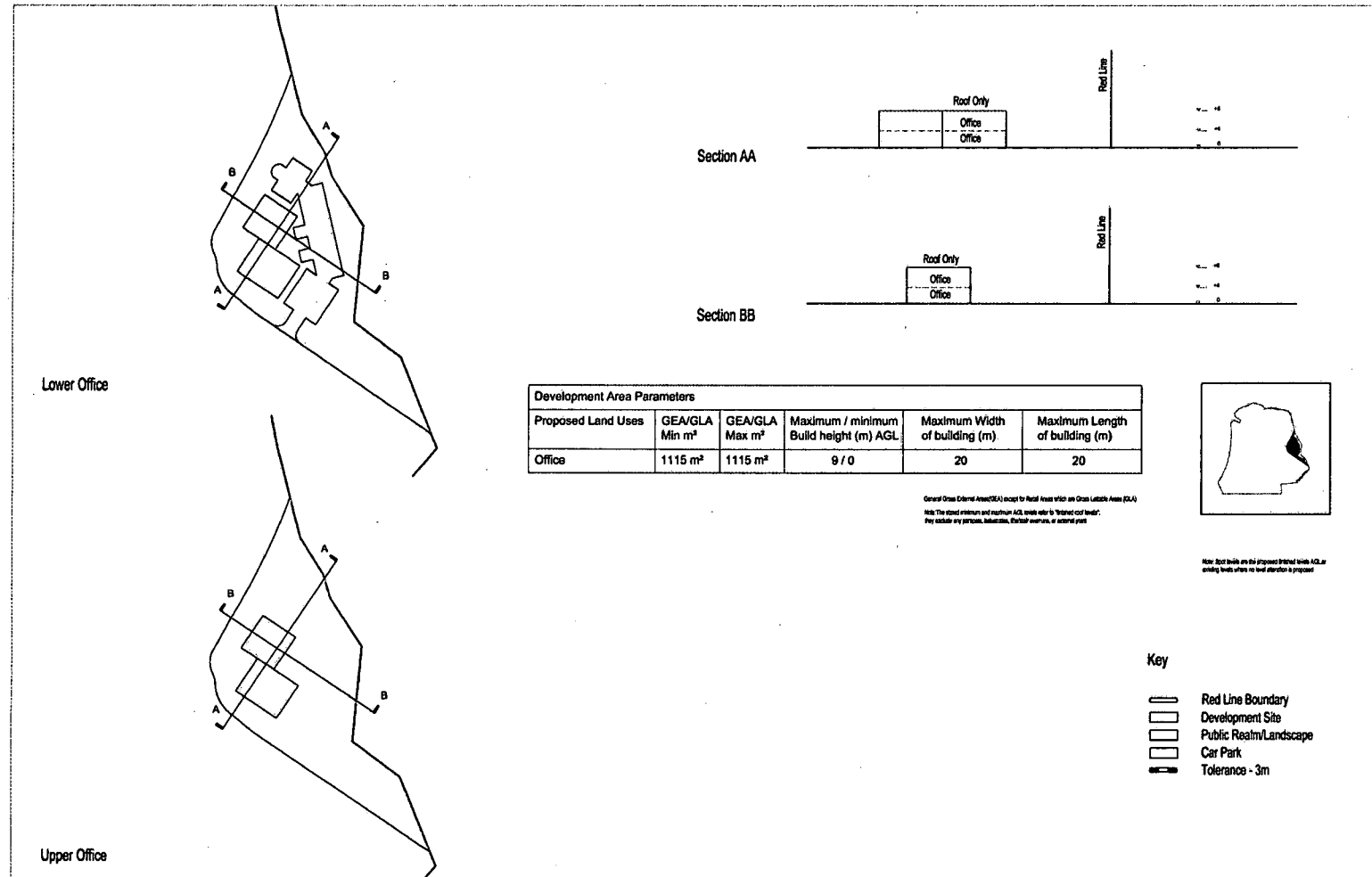
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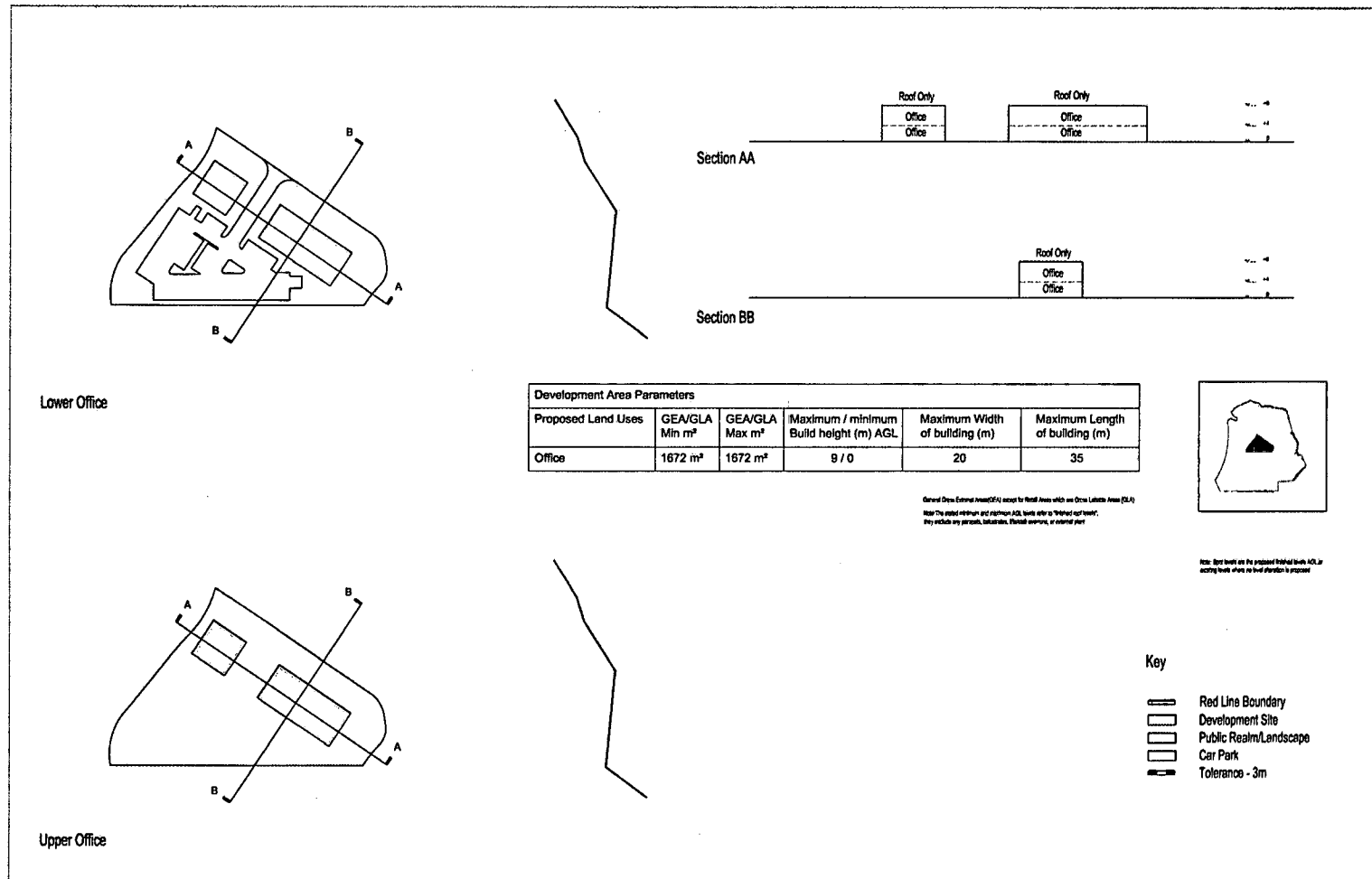
7.0 Integral Approach Plot Layouts



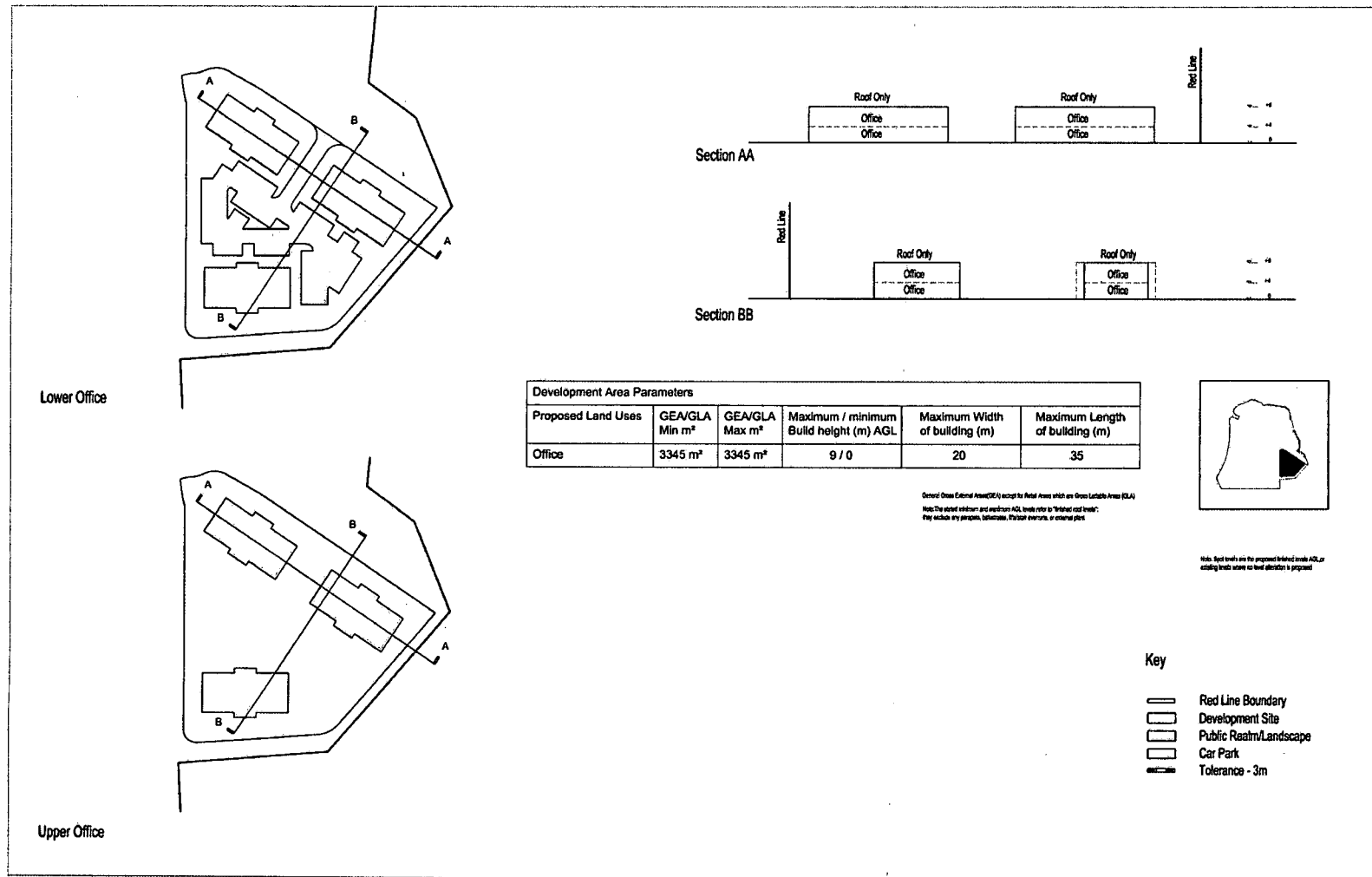
7.0 Integral Approach Plot Layouts



7.0 Integral Approach Plot Layouts



7.0 Integral Approach Plot Layouts



8.0 Architectural design Strategy

8.1 Local Context

The Oldlands Farm site is situated on the northern edge of Bognor Regis which is a seaside resort town on the Sussex coast of England

There are few historic structures specific to the immediate area of any note, being surrounded by agricultural land, modern industrial estates, retail parks and holiday mobile home parks

The only reference to the past is the part derelict Oldlands Farm building themselves which are a mixture of flint and brick with clay tile roofs.

8.0 Architectural design Strategy

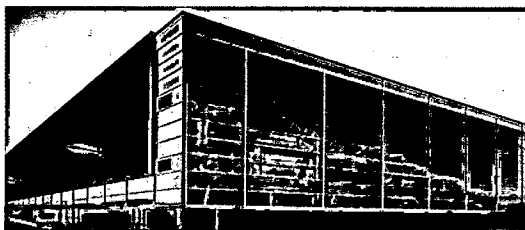
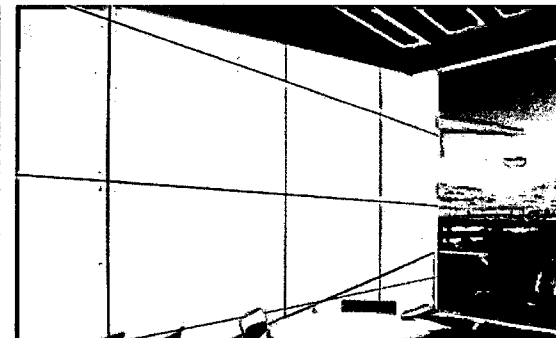
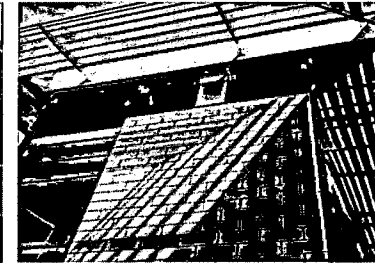
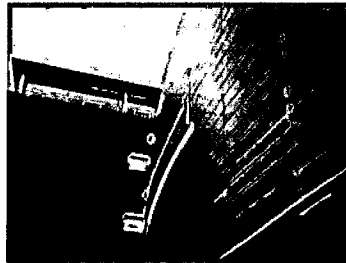
8.2 Building Materials

It is not intended to restrict the use of materials for future developments.

Material choice will ultimately depend on building use, budget and programme and may range from local flint to aluminium cladding panels encompassing everything in between.

In each case the overriding consideration should be all buildings must be of the highest quality in their design and presentation.

8.3 Photo's of Typical materials



8.0 Architectural design Strategy

8.4 Building Form

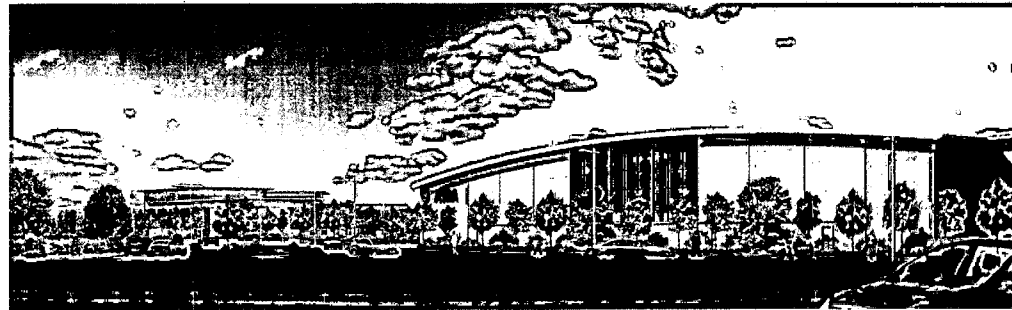
The final building form and orientation will ultimately depend on use, budget and programme. B1 and B1a units are likely to comprise a series of 15 metre to 18 metre wide buildings up to 3 storeys in a variety of configurations.

The food store by nature of its use will be large single storey rectangular footplate. Whilst size, form and materials of buildings will vary it is the objective of this Design and Access Statement to suggest a unifying theme including the fifth elevation 'the roof'.

Individual buildings should be contemporary in their design approach using a limited pallet of materials with large overhanging roofs with refined edge details allowing a choice of rainwater collection methods with expressed or exposed gutters and downpipes. Large overhangs also have the effect of softening and providing solar shading.

The landscaping around the building should also be taken account of so the buildings sits comfortable in their surrounds.

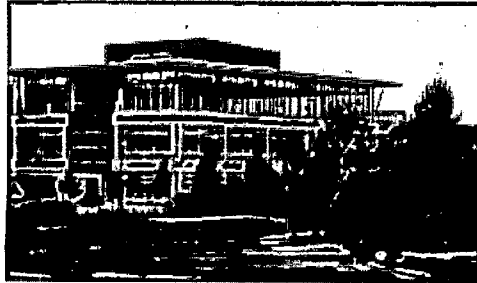
Indicative views of potential buildings have been developed to give an indication of the quality that should be expected at Oldlands Farm.



Proposed view from the A29 next to the existing roundabout looking into the site.

8.0 Architectural design Strategy

8.5 Photo's of Typical building Forms



8.0 Architectural design Strategy

8.6 Building Signage

Each building will be required to have its own identity and corporate signage. The location of such signs should be considered at an early stage of the design and form part of the planning approval process.



8.7 Photo's of Typical Building Signage



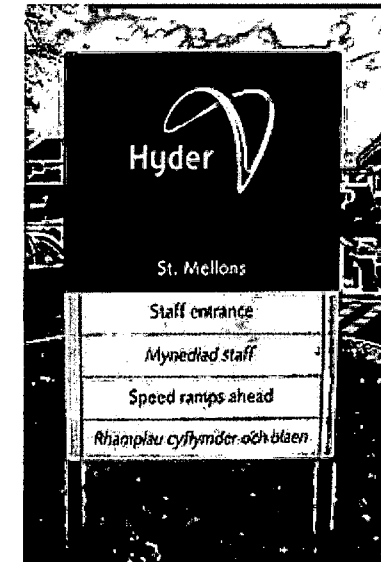
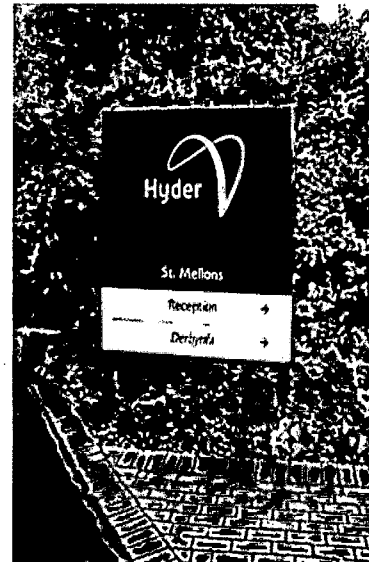
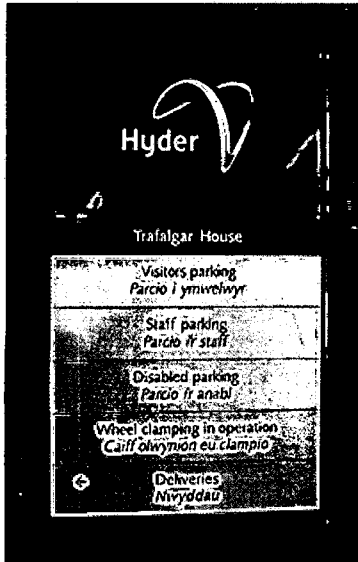
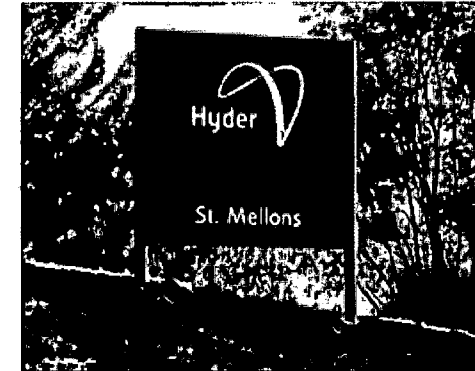
8.0 Architectural design Strategy

8.8 Park Signage

A cohesive approach to site signage will ensure a consistency between plots as they develop and give clear connections and directions to users and visitors arriving at the park by various means.

It is proposed that from the park entrance through estate roads to individual plots, a simple from, materials and graphics are used.

8.9 Photo's of Typical Park signage forms



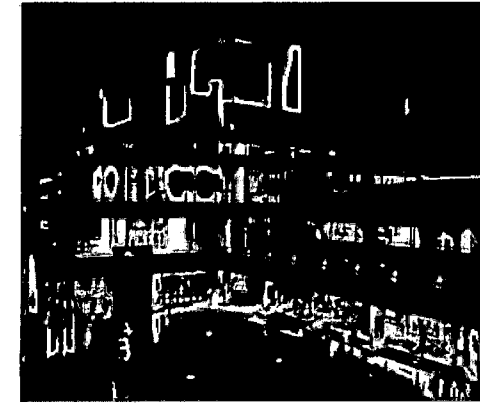
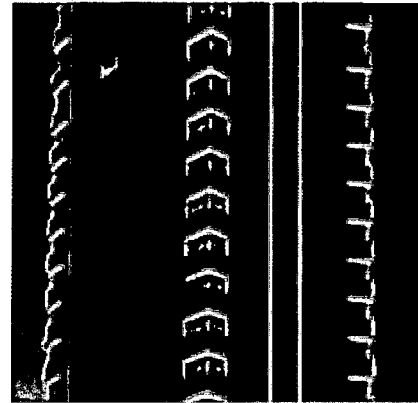
8.0 Architectural design Strategy

8.10 Building Lighting

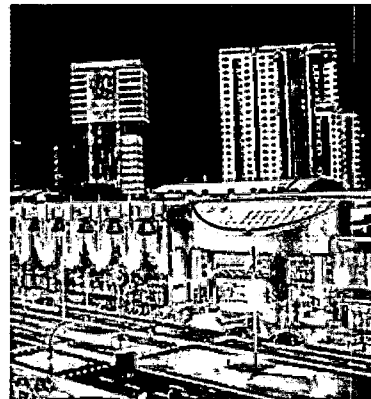
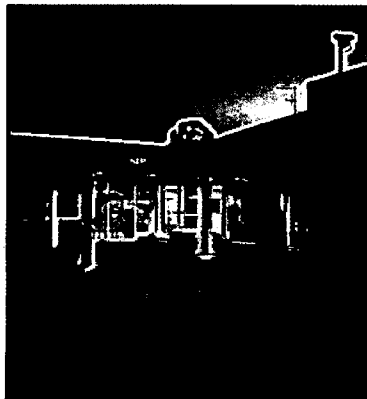
Exterior lighting must work on a functional level, complying with local and national standards, providing adequate light levels for the safety of pedestrians, vehicles and buildings.

Lighting should also comply with the 'Dark Skies' criteria to reduce light pollution.

To avoid a profusion of poles, brackets and numerous fittings a co-ordinated approach to plot and building lighting is proposed.



8.11 Photo's of Typical Lighting forms



8.0 Architectural design Strategy

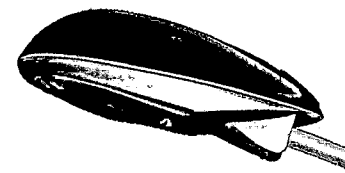
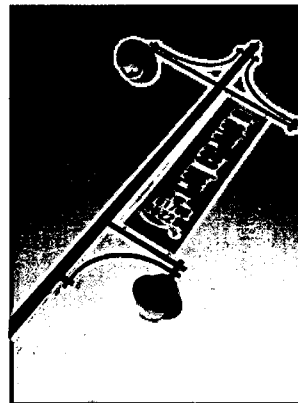
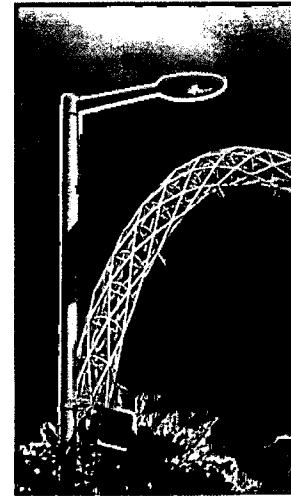
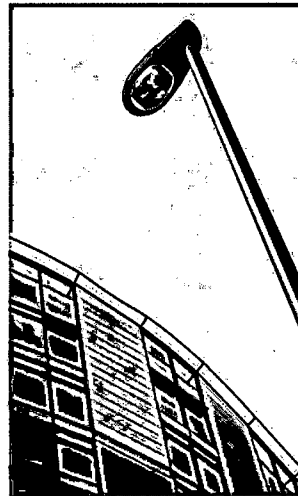
8.12 Park Lighting

As with plot lighting, exterior lighting must work on a functional level, complying with local and national highways standards, providing adequate light levels for the safety of pedestrians and vehicles.

Lighting should also comply with the 'Dark Skies' criteria to reduce light pollution.



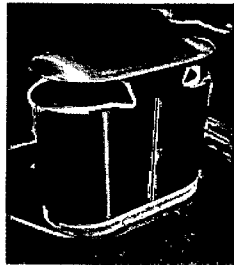
8.13 Photo's of Typical Park Lighting forms



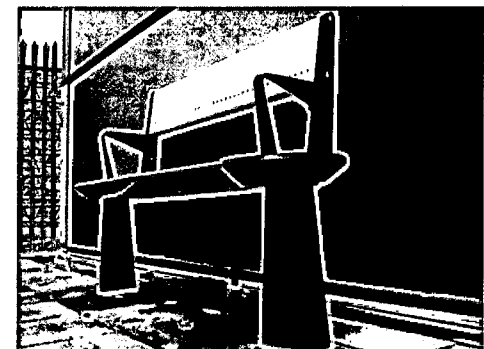
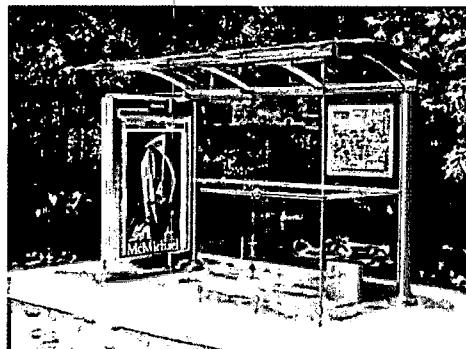
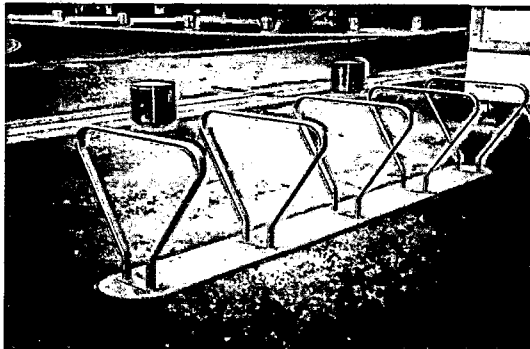
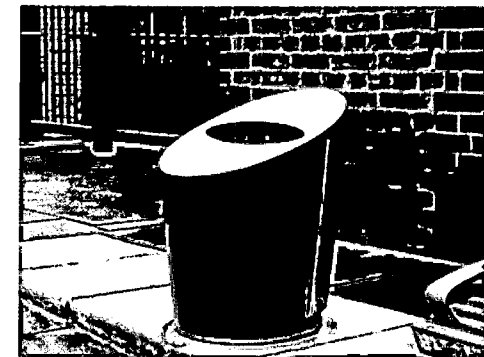
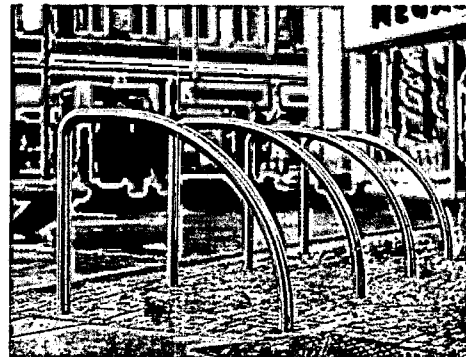
8.0 Architectural design Strategy

8.14 Park Street Furniture

As the site develops street furniture will be incorporated throughout the park. A co-ordinated integrated approach will ensure a visual consistency and compatibility between products.



8.15 Photo's of Typical Park street furniture forms



8.0 Architectural design Strategy

8.16 Hard Landscaping

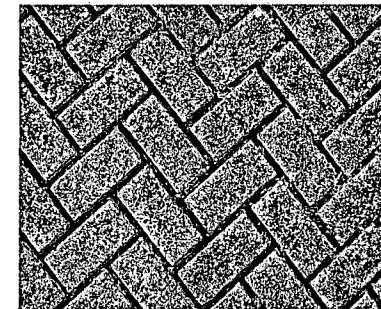
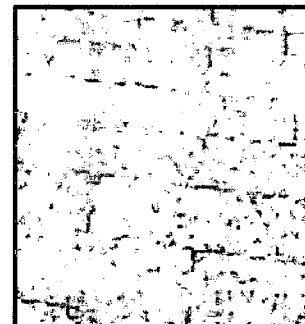
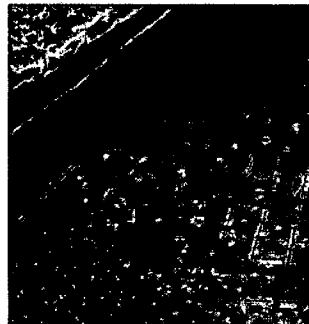
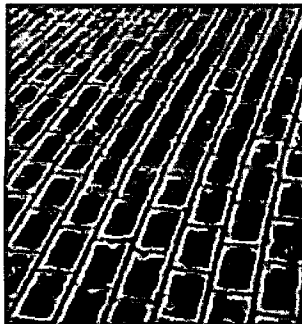
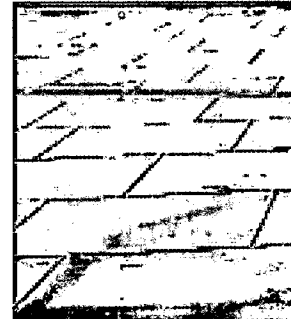
External works throughout building plots will require a co-ordinated approach ensuring a visual consistency between products, ranging from tarmac to natural stone pavings. Where pavings are installed they should conform to an agreed pallet of shades and colours.

Main estate roads and their associated pavements and cycle ways if adopted will be paved with tarmac to adoptable standards allowing easy future maintenance.

Pavements and cycle ways not adopted will be paved in a mixture of tarmac and brick paviours.

All roads and pavements will be adequately signed and delineated and incorporate raised tactile pavings to distinguish changes for the disabled.

8.17 Photo's of Typical paving forms



8.0 Architectural design Strategy

8.18 Public Art

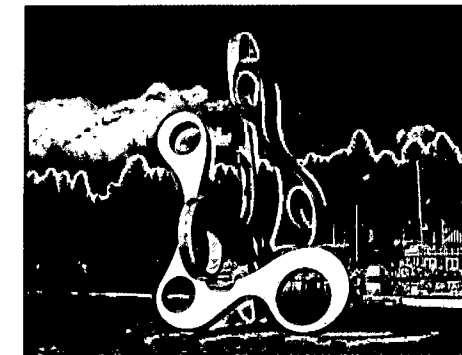
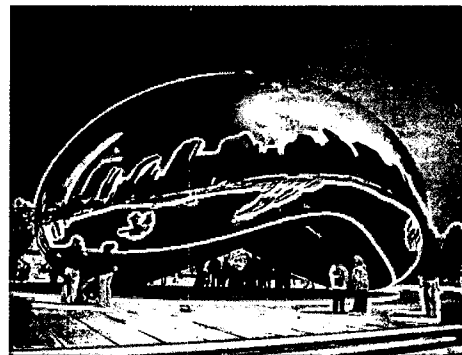
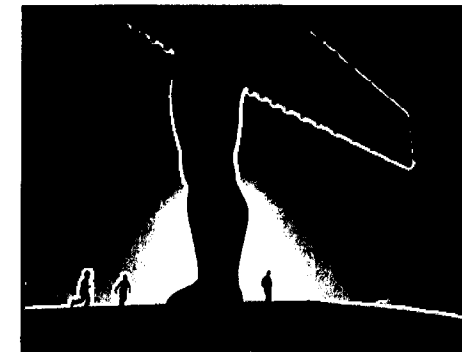
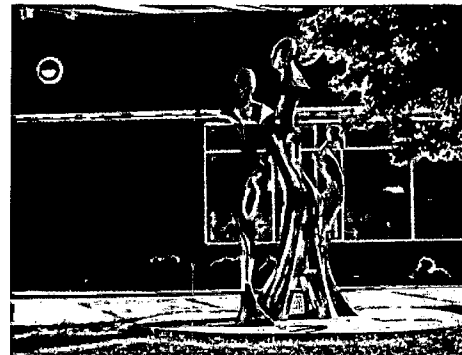
There are fantastic opportunities within the master plan to provide settings and locations for public art.

Two locations immediately available for such art would be on the new roundabout (subject to highways consent) at the junction of the A29 and new relief road and at the south west corner of the site adjacent to the proposed food store overlooking the A29.

It is the intention to encourage tenants and developers to commission and install pieces of art within their own plots and around the park.

The ethos for any art is to provide art which contributes to the local nature and history of Bognor and has a positive influence on people who live and work in the area and at Oldlands Farms Business Park.

8.19 Photo's of Typical public art forms



9.0 Drainage Strategy

9.1 Context

The existing site is currently green field being given over to agriculture and drains to a number of watercourses which cross the phase 2 site. The boundary between the two phases has been set on the approximately 2.0 AOD contour of the known Fluvial Flood Plain. (See separate Flood Risk Assessment).

All surface water which falls onto the site will be contained within the site and discharge to the ground via SUDS with the exception of rainwater that falls on very high risk areas (eg. waste storage areas). The discharge from these high risk areas will be to the foul water system.

All foul water drainage shall discharge to a new foul water system within the site which will connect to the public foul water system.

The initial infrastructure for the site will include a new foul water system, to which all parts of the site may drain by gravity. The system will be designed and installed to take account of the phase 2 development being extended progressively throughout the site as the park expands.

The precise details of the foul and surface water drainage systems will be determined via the discharge of reserved matters prior to the start of development of the site.

9.0 Drainage Strategy

9.2 Foul Water Drainage

All main sewers will be designed and installed in accordance with "Sewers for Adoption 5th Edition".
Sewers within individual plots may be designed and installed in accordance with the current "Building Regulations – Approved Document Part H".

9.3 Surface Water Drainage

A Sustainable Urban Drainage System (SUDS) will be adopted to ensure that the system;

- Deals with the run-off close to where the rain falls;
- Manages pollution potential at its source;
- Protects water course from pollution;
- Encourages natural ground water recharge;
- Provides a habitat for wildlife where appropriate.
- Surface water run-off may arise from four general areas;

- **Roofs of buildings**

Roof water from buildings will be collected by gutters and downpipes and can be considered clean. Roof water can therefore be discharged directly to the ground without the need for any additional anti-pollution measures.

- **Car parking areas and other general hard areas**

All run-offs from these areas will be required to pass through deep trap gullies (BS 5911 part 2) or similar approved prior to discharge to the infiltration system.

9.0 Drainage Strategy

- **Service yards**

These are areas (eg. the food store) where there are likely to be heavy goods vehicles parked and where goods and materials are handled.

Therefore the risk of spillage and accidental pollution from these areas is greater. Surface water from these areas will be required to pass through the trap gullies and petrol interceptors before being allowed to discharge to the infiltration system.

- **Re-fuelling areas and Waste Storage areas**

It is not anticipated that any of these areas will be permitted in the park.

Should such an area be considered it will be covered and roof water disposed of as above. Any other surface water drainage shall directed to discharge to the foul water system.

All infiltration features shall be located a minimum of 5 meters away from any building or road.

All rainwater and infiltration systems shall be designed to cater for a 1 in 100 year event so as to be contained within that site without running off onto either adjoining sites, or the adjacent highways network.

10.0 Access Statement

10.1 Vehicular Access

The principal vehicular access to the site will be from the new roundabout junction to be formed on the A29 Shripney Road by the construction of the A259 Northern Relief Road.

With the formation of the new relief road access into the site is provided by way of a central spine road offering generous proportioned landscaping margins, pedestrian footpaths and cycle ways together with central landscaped reservation all forming an attractive avenue into the development.

This provides access to large serviced plots for prestige buildings aimed at major occupiers to be set in their own landscaped estate.

The main avenue in turn leads to a central roundabout which forms the hub of the internal road network and allows for the future link road to serve the phase 2 development. From this hub access can be gained to smaller business unit sites and the Asda food store.

Consideration has been given to ensure that refuse and emergency vehicles are able to access all areas of the site.

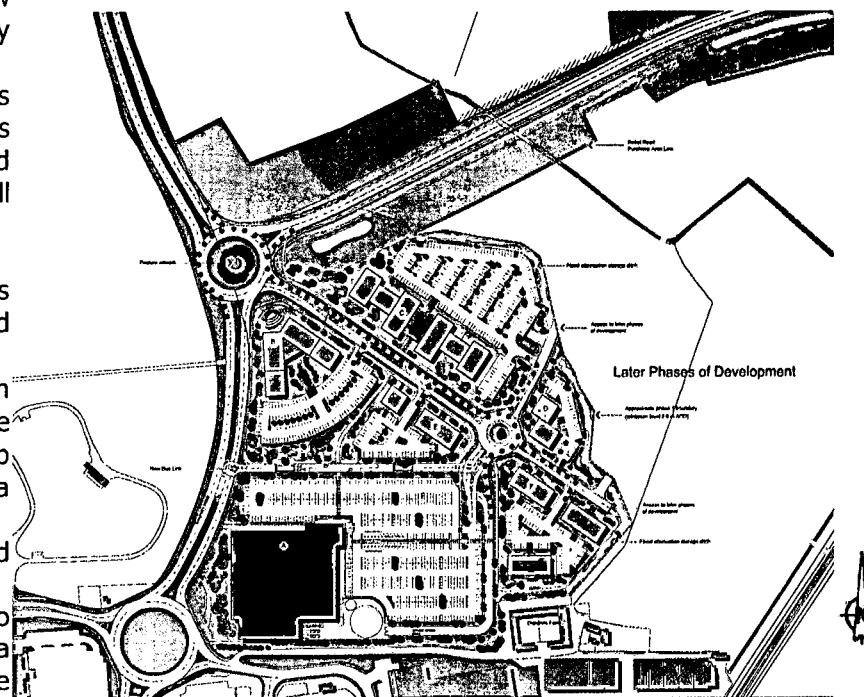
Disabled car parking spaces are to be provided to all buildings to comply with the Disability Discrimination Act (DDA) at a minimum of 5% of the total car parking being provided and to be within 50 metres of the main entrance of the building.

Customer and service vehicle accesses to the food store are to be segregated as early as possible to avoid conflict between customer and service vehicles entering the store site.

All paved surfaces within the food store car park are to be flush with no raised kerbs and laid at a maximum gradient of 1:60 to allow easy of access to all customers and staff.

Special needs parking spaces for the disabled and parents and child are provide adjacent to the entrance to the food store with additional space allowed for alighting with wheelchairs and pushchairs in a safe manner.

The internal estate roads will all be designed to adoptable standards



10.0 Access Statement

10.3 Pedestrian/ Cycling

The proposed master plan identifies a net work of pedestrian pavements and walkways/cycle routes linking the various development sites with the existing highways network (A29) and the proposed cycleway initiatives of ADC through safe landscaped corridors.

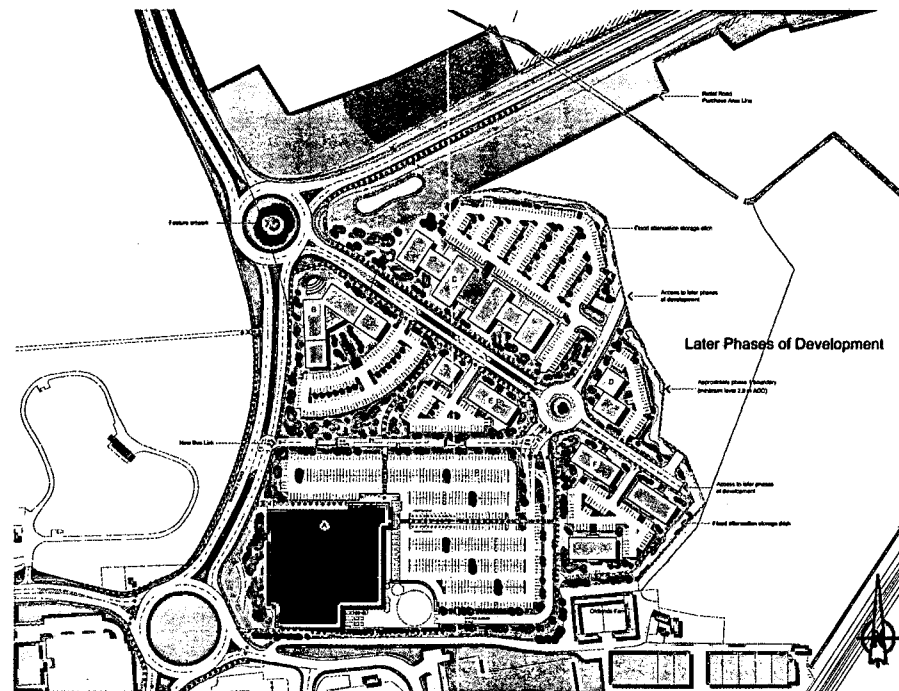
Pedestrian pavements where adopted will be paved in tarmac while none adopted walkways will be paved in a mixture of tarmac and brick paviours.

All pavements and walkways/cycle ways will be adequately signed, lit and marked incorporating raised tactile paving's for the disabled.

Covered cycle parking is to be provided at 1 space per 10 car spaces.

Individual buildings should incorporate staff showers for those arriving at work by bicycle.

10.4 Pedestrian / Cycle route Plan



10.0 Access Statement

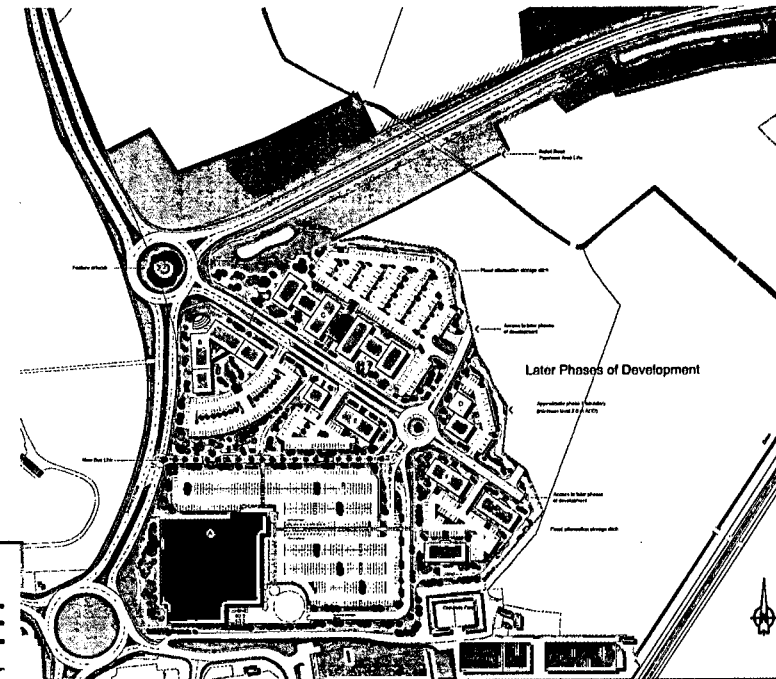
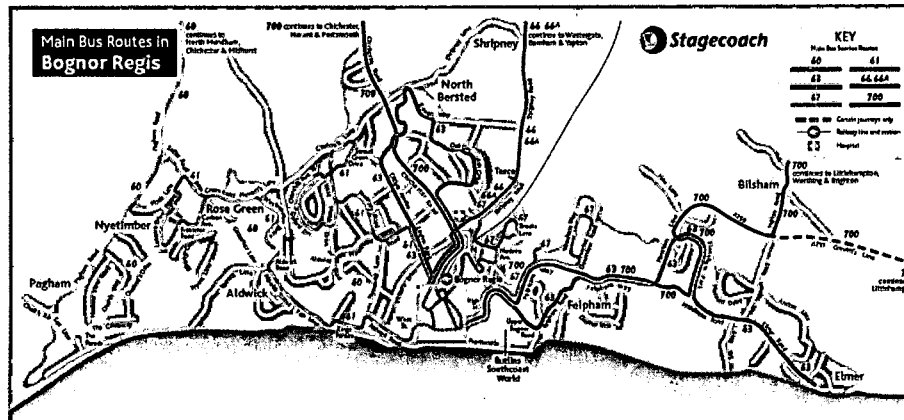
10.5 Public Service

A major feature of the development is the desire to bring public transport into the site. The master plan identifies within the layout the provision of a dedicated bus corridor from the A29 through the development to the highway hub in the centre of the site.

This route will serve both the B1/B1a offices and food store offering an alternative means of travelling to the development.

It is envisaged that this would in effect become a combined bus/pedestrian/cycle route with pinch points and paved in such a way to ensure a safe passage for all.

10.6 Bus route Plan



10.0 Access Statement

10.7 Green Travel Plan

A Green Transport Plan (GTP) for Oldlands Business Park will be produced in order to manage the travel of employees to and from the development. A key element in the promotion of the Green Transport Plan is to ensure that all employers and employees are aware of sustainable transport principles. Employers are expected to promote car sharing and the use of public transport.

The GTP will include plans for a bus service which will link the various developments within the park. The links will also extend to the main town centre and surrounding residential areas.

A separate GTP for the store and B1/B1a units will be submitted separately.

10.8 Access to Buildings

Access to all buildings and their car parks are to be designed to be fully Disability Discrimination Act (DDA) and Building Regulations Part M compliant with level thresholds at entrances.

Each individual building will be required to prepare their own Design and Access Statement.

10.9 Disability Discrimination Act

All buildings should comply with the following design standards:

The designers are aware of the duties imposed on service providers and employers by the Disability Discrimination Acts and the need to eliminate physical barriers to access that could lead to discrimination

As part of the detailed design process the access statement will be refined and developed and submitted in support of the Building Regulation application.

The commercial element will fully comply with sections 1 to 5, of the ADM which relate to access into facilities within buildings other than dwellings. This will be confirmed by the issue of a building Completion Certificate.

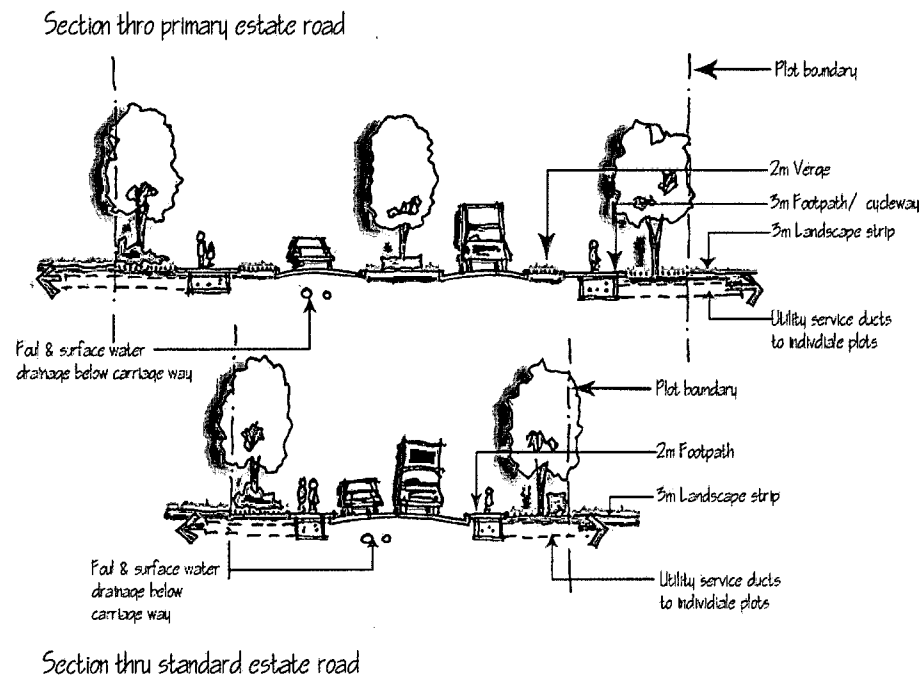
11.0 Utilities

11.1 Utilities

The provision of utilities to a development that grows over a long period of time is always a challenge for maintaining the long term appearance of the park. While the utility infrastructure can be put in place and concealed the final requirements to connect individual plots cannot always be second guessed.

It is therefore proposed that a system of underground culverts is put in place along the main estate roads to contain the main utility services with smaller branch culverts being laid into individual plots at predetermined positions to try to avoid roads, pavements and landscaping being dug up every time a plot requires services install.

11.2 Sketch showing Culvert Option



12.0 Park Management

12.1 Aim of Management

In line with modern Business Park an Estate Management Company will be set up to manage the day to day running of the park, manage the infrastructure and landscaping to maintain the High Quality Business Park that it is proposed at Oldlands Farm.

An outline 'Estate Management Strategy' will be provided, to include any significant open areas, public realm or communal spaces and any parts of the development where responsibility for on-going management will be handed over to an organisation other than a private profit-making company of private occupier.

The estate management strategy will include the following;

- Set out the relevant parts of the development to which it applies;
- Identify the ultimate party responsible for the maintenance and management of that part of the development;
- Identify key considerations for the management and maintenance of a building or undeveloped areas;
- Demonstrate how the design has been developed so that the levels of management and maintenance will be commensurate to the use, value of the land and resources of the party responsible for management and maintenance.

12.0 Conclusion

The design strategy has been developed in order to establish the estimated impact of the proposed development. By considering and implementing the points the scheme will provide a high quality, environmentally sustainable development.

The Statement demonstrates that the development proposals reflect central and local government policy and will provide the High Quality Business Park that Arun District Council require and gives consideration to:

- Enhancing the quality of the built and open environments which meets the functional and economic needs of the users;
- Utilising environmentally friendly methods of construction;
- Improving amenity for local residents;
- Encouraging investment in the local economy;
- Helping meet the local authority's objectives of sustainable development;
- Proposals that will seek to reduce the need to travel, promoting public transport and non-motorised travel modes of travel;
- A better quality of life for those living and working together in the community; and
- A healthier environment for both humans and wildlife to thrive in.

The designs of the new development will address the important environmental issues faced in the construction of new buildings today and the drive towards sustainability.

Environmental Impact Assessments will be provided in line with The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999.
Carefully

We therefore consider this application to be entirely consistent with the development plan strategy; to enable a number of objectives to be met. The introduction of a food retail store into the proposals to fund the initial infrastructure will in our opinion be the catalyst in opening up the site for future investment by others and realising the aim for Oldlands Farm to become the office destination for Bognor Regis.



View of the proposed bus route and the retail store

Revision	Description	Author	Approved	Date
-	Issue for comment	ATM		Nov 07

