

DESIGN & ACCESS STATEMENT

For:

BBC PENSION TRUST LIMITED

C/O ORCHARD STREET INVESTMENT MANAGEMENT

At:

ARUN RETAIL PARK

BOGNOR REGIS

PROPOSED ELEVATIONAL REFURBISHMENT - UNITS D1 & D2

URB-AR A3 90 01-D03

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1.0 INTRODUCTION

1.1 OVERVIEW

This Design and Access Statement has been prepared on behalf of BBC Pension Trust Ltd c/o Orchard Street Investment Management. The document is submitted to Arun District Council in support of an application for the redevelopment of Units D1 & D2, Arun Retail Park, Bognor Regis.

The application proposes to refurbish Units D1 & D2, to install new mezzanines in both units in order to improve and begin the modernisation of an existing ageing retail park drawing a higher quality of retail operator to the existing park.

This Design and Access Statement should be read in conjunction with the submitted drawings as part of the planning application.

2.0 LOCATION, SITE & CONTEXT

2.1 LOCATION

The proposed development site is located within the Arun Retail Park, Bognor Regis. The retail park itself is positioned to the north west of Bognor Regis Town Centre on the A29 Shripney Road, one of the main routes in and out of the town.

The two units included within this application sit at the southern tip of an existing retail park, directly adjacent to Shripney Road and are highly visible to north and south bound traffic.

The specific area subject to this application is depicted by the red-edged area on the Site Location Plan (URB-U8 08 00 01) submitted as part of this application.

2.2 SITE LANDSCAPE

The retail park itself sits within a triangular section of land with its longest boundary running alongside Shripney Road. The retail floorspace consists of a terrace sited on the western side of the site, made up of a number of medium sized retail units, and at the northern end of the terrace a large format DIY superstore. A drive thru A3 unit and a standalone A3 unit are located in the north eastern tip of the site.

The site consists predominantly of hard landscaping to the parking and pedestrian areas which are located centrally within the site. The service yard located between the terrace and the western boundary is primarily concrete.

Along the boundary with Shripney Way the road is separated from the car park by a band of soft landscaping which is mostly grassed with some trees and bushes. Some more intense landscaping is located at the main entrance to the park.

Along the northern boundary the site is separated from the adjacent context by a high brick wall along the length of the boundary. Along the western boundary the site is bounded by close boarded timber fencing. Some vegetation and planting is located sporadically along both these boundaries.

2.3 SITE ACCESS

Customer vehicular access into the site via an entrance located close to the north eastern tip of the site. The A29 Shripney Way is dual carriageway with access to the site available from the north bound carriageway only. Users wanting to enter the site from the north have to travel to the closest roundabout and back up the A29 accordingly.

Service access to the park is also via the main site entrance. Vehicles travel through the car park and enter the service yard behind the retail terrace in the north western corner of the site.

Pedestrian access to the site is available along the footpath with Shripney Way and via the main site entrance. Points for crossing over Shripney Way are also available from the recently opened Sainsbury's foodstore across the road.

2.4 SITE CONTEXT

The retail park is surrounded by a mix of uses including residential areas in the form of static caravan parks, typical of the seaside nature of the town. To the south west of the site is located a large Tesco foodstore, accompanying the recently constructed Sainsburys foodstore which is located on a former industrial site east of the site, on the opposite side of Shripney Way. Some industrial uses are also still present in this area.

3.0 PROPOSALS & DESIGN

3.1 EXISTING APPEARANCE

The appearance of the existing retail park is typical of similar first generation retail parks. The terrace itself is formed of three main buildings, each subdivided into individual units. The unit's structural frame is expressed in the design, and columns are located externally of the main building envelope. Behind the columns the main elevation consists of a brickwork section at low level with profiled metal cladding above. Each individual unit has been decorated to suit the colours of the tenant in occupation. The existing roof is expressed by a wide gutter overhang.

Unit D2 of the retail terrace is occupied by a car maintenance company. Due to Kwik-Fits occupation, the southern elevation of the terrace is currently organised as maintenance bays with roller shutters. Unit D1 is currently unoccupied having been left vacant after Comet went into administration.

The building in general is in need of improvement, and modernisation is required in order to bring it up to the standard expected and required of today's modern retailer and in order to retain the building's value to its owner.



Units as existing

3.2 PROPOSED USE

The proposals seek a variation of condition at Unit D1 (for the use of Unit D1 for food and drink sales without complying with condition 4 of planning permission BE/169/88) and a change of use for Unit D2 from Sui Generis to Class A1.

3.3 AMOUNT OF DEVELOPMENT

The application seeks to construct a new extension to Unit D2, which together with the proposed elevation works will increase the unit's ground floor GEA to 894.8 sq.m GEA. Additionally permission is sought to install a new retail mezzanine to the unit in replacement of

an existing mezzanine with a small addition. The new mezzanine floorspace will be 820.7 sq.m GEA.

The ground floor area of Unit D1 will increase marginally to 966.3 sq.m GEA due to the proposed elevational changes. Permission is also sought to introduce a mezzanine in this unit. The new mezzanine floorspace will be 485.9 sq.m GEA.

Existing Floorspace Table - GEA (m²)

Unit Name	Ground Floor	Mezzanine	Total
D1	953.0	438.2	1391.2
D2	717.7	-	717.7

Proposed Floorspace Table - GEA (m²)

Unit Name	Ground Floor	Mezzanine	Total
D1	966.3	485.9	1452.2
D2	894.8	820.7	1715.5

3.4 SITE LAYOUT PRINCIPLES

The site layout principles are to be generally retained through the refurbishments of these two retail units. Newly formed entrances will still be located within the eastern elevation of the building facing into the car park. Servicing is to continue to be from the rear of the unit within the rear service yard area.

Whilst refurbishing the elevations, it is proposed to increase the presence of Unit D2 and the terrace by also introducing glazing along the southern façade. This will provide more prominence onto the A29 Shripney Way.

The proposed extension to Unit D2 will extend from the unit's southern elevation, into an area which is currently used by the current D2 occupant as customer parking. A total of 13 parking spaces will be lost by the construction, whilst the rest will be left isolated from the main car parking. It has been decided that these spaces will be removed and the area landscaped.

3.5 APPEARANCE

The proposed façade refurbishment works have been considered to bring a new modern aesthetic to the park. This approach seeks to remove the existing brickwork and cladding and replace it with a similar palette of materials executed in a more contemporary style. Some influence has been taken from the Sainsburys foodstore opposite. A high level canopy begins the transformation of the terrace and provides a frame in which the new materials can be placed. Full height glazing spans from ground to the canopy, providing high visibility into the units and allowing the activity within the unit to be a draw to passers-by and vehicles on Shripney Road. On the southern elevation, the proposed glazing wraps around the corner of the unit increasing the unit's presence on to the adjacent dual carriageway.

The façade is broken up with panels of brickwork and composite cladding which help to give a 'random' appearance to the façade, taking the eye away from the rigid appearance of the existing elevation. The material panels and glazing are to be installed in front of the existing

columns bringing them into the units and creating a cleaner flush finish across the front of the units.

The new façade treatment and high level canopy have been designed in such a way that the same principle can be replicated to the other adjacent units as and when this is possible, ultimately creating a new appearance for the whole retail park.

The new extension to Unit D2 will take on a simpler, more utilitarian appearance, clad in simple composite cladding panels.

The new aesthetic of this proposal has been considered to bring this existing, ageing retail park into the 21st century. Its prime position on one of the main routes into Bognor Regis demands a high quality appearance.

3.6 SCALE

These proposals do not seek to alter the scale of the development. The elevational changes and extension to Unit D2 work with the frame and structure of the existing buildings and do not go higher than the existing roof verge overhang. In comparison to the Sainsbury's opposite the road, the retail park is of a smaller scale.



Proposed view from Shripney Way



Proposed view from car park

4.0 ACCESS

4.1 ACCESS PRINCIPLES

Access to the retail park as a whole site is unaffected by these proposals. No changes to the main vehicular access are proposed and as such the route remains unchanged.

The existing public realm to the front of the units will generally remain unchanged, with the areas adjacent to the new door positions regraded to provide level thresholds. A section of paving adjacent to the southern corner of the site seeks to create a new link to the adjacent footpath providing a direct link into the park from the Sainsbury's foodstore opposite.

4.2 INCLUSIVE DESIGN

The development of the site has been designed with accessibility best practice at the forefront. This is done so in order to provide easy practical access to the development, and provide good plot visibility to make navigability easier for users who have visual impediments. The proposed scheme will feature easily identifiable and level entrances where possible, while independent access around the site will continue to be available.

Any new areas of footpath and public realm have been designed in such a way that newly provided street furniture and planting has been positioned out of the main pedestrian routes with sufficient clear space left for unhindered movement of all shoppers. A series of new bollards are proposed to be installed to provide additional protection to pedestrian walking in front of the retail units, together with anti ram-raid protection.

4.3 CYCLE ROUTES & PARKING

The pedestrian footpath along Shripney Road also doubles as a dedicated cycle route along the dual carriageway, providing links to the wider Bognor Regis area. At present the only cycle parking is available close to the A3 drive thru unit within the site. As part of the application it is proposed to provide a total of 62 covered and secured cycle parking spaces split between the public areas and the rear service yard for the use of customers and staff.

4.4 VEHICLE ACCESS

Navigability for vehicles entering the site will be unchanged and remain via the main site entrance.

4.5 PARKING & SERVICING

At present the existing park has a total of 288 spaces. The construction of the extension to Unit D2 will sit in an area of parking currently utilised by the car maintenance tenant for customer parking. It is proposed that these existing spaces are removed and the area landscaped. This is a total loss of 13 parking spaces.

Further detail is provided in relation to the highways elements of this scheme in the transport assessment prepared by TTP Consulting.

5.0 SUSTAINABLE DEVELOPMENT

5.1 SUSTAINABLE DESIGN

We aim to deliver a development that is in accordance, as far as is practicable, with best practice principles of sustainable development, and the scheme has been designed to positively contribute to long term objectives of environmental protection and resource management.

The design process is a key part of sustainable practice, and there is a need to ensure that, on completion, the quality of the environment supports and reflects the principles of sustainability.

During the construction of the new building envelope the materials used within the construction will be sourced locally where practicable and appropriate. This approach helps to reduce CO2 emissions created by excessive travel distances needed to transport materials. The life cycle of the building should and will be considered during its design and construction. Materials and construction methods will be employed that allow materials removed during maintenance or at the end of the building's life to be taken away and recycled.

5.2 SITE WASTE MANAGEMENT & RECYCLING

In line with current construction best practice, a Site Waste Management plan will be implemented during the construction stage to manage site waste, reclaim and re-using demolition materials on site where possible and disposing of others in the correct and safe manner.

It is likely that some of the materials used in the original construction of the building are no longer considered suitable for construction in today's market. In some cases these materials may now be considered hazardous to the environment and to health and so must be removed and dealt with accordingly.

5.3 ENVIRONMENTAL COMMITMENT

Land is a finite resource, so it is vitally important to reclaim and redevelop brownfield sites. This scheme proposes to redevelop a building which is heading towards the end of its life-cycle. Its refurbishment is a natural progression of redevelopment.

6.0 CONCLUSION

In conclusion the proposed scheme has been developed to bring an existing ageing first generation retail park up to a 21st century standard. These proposals have been considered to reflect a similar aesthetic to the adjacent Sainsbury's foodstore bringing a quality of development that Bognor Regis can be proud of.