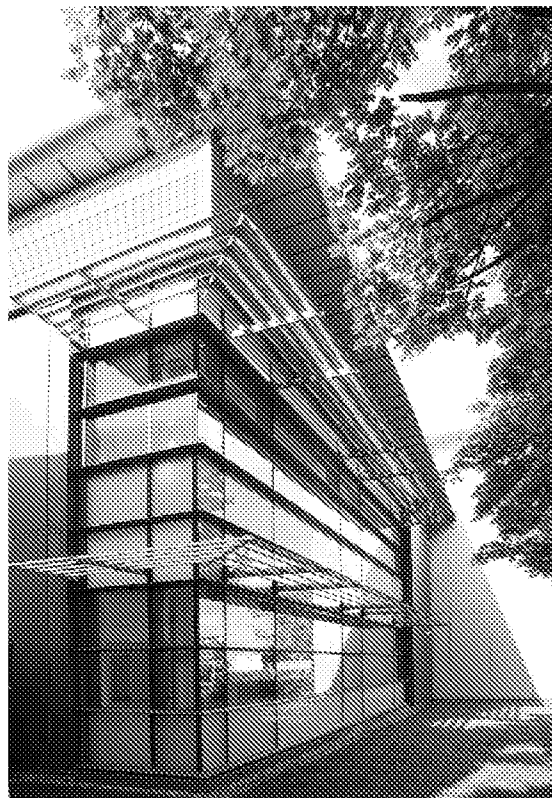




OLDLANDS FARM, SHRIPNEY ROAD, BOGNOR REGIS, EAST SUSSEX

DESIGN AND ACCESS STATEMENT

JUNE 2014

Rev A – 23.06.14

PREPARED FOR

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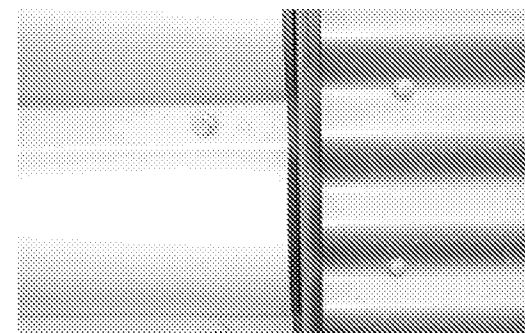
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1.0 THE DESIGN TEAM

Client	Bericote Properties Ltd
Architect	Michael Sparks Associates
Planning Consultant	Quod
Construction Consultant	Lysander Associates Ltd
Earthworks and Flood compensation Consultant	Hydrock
Landscape Architect	Davis Landscape Architects
Building Services	Tate Consulting
Archeology	CGMS Consulting



2.0 INTRODUCTION

2.1 PURPOSE OF REPORT

This Design and Access Statement has been prepared on behalf of BERICOTE. It accompanies a Full planning application for the redevelopment of the Oldlands Farm for the erection of 2no. detached industrial/distribution units (B1c/B2/B8 use classes) including access and servicing arrangements, car parking, landscaping and associated flood compensation. It describes the proposals and principles leading to the design decisions for this scheme. The application demonstrates that the proposed development will regenerate a previously under developed site.

This Statement should be read in conjunction with the accompanying architectural drawings, landscape drawings and Other documents submitted with this application include a planning statement and other documentation which evaluate the impacts of the development and place it in context of both planning policy and its future use.

The content and structure of this statement has been informed by 'Guidance on Information Requirements and Validation' published by Department of Communities and Local Government March 2010, CABI advice, 'Design and Access Statements: How to Write, Read and Use Them' (CABI 2006) and the London Borough of Brent's advice on Design and Access Statements. Together these provide advice on what a Design and Access Statement should include. In essence, there is a need to:

Provide a review of the site's immediate and wider context in terms of its physical, social and economic characteristics and relevant planning policy and guidance, Provide a rationale for the scheme's design and Explain and illustrate the design principles in terms of the development's layout, density, scale, landscape and visual appearance.



2.2 DEVELOPMENT ASPIRATIONS

The site represents a unique opportunity to create a high quality development to suit the needs of businesses who want to modernise their facilities within West Sussex or relocate from surrounding areas.

The development will substantially transform an empty site into a well designed, contemporary development and enhance the appearance of Oldlands Farm.

2.3 SUMMARY OF KEY PROPOSALS

To develop a 16.02. Ha (39.58 acre) site which is currently a green field site. The works, as shown on MSA drawings, are for the construction of industrial / production buildings, external service storage yard, ancillary offices, associated car parking and landscaping. Providing a Full Planning Application for a development of 38,959 sqm of development to include B1c/B2 and B8 uses

2.4 KEY OBJECTIVES

- To redevelop an existing underdeveloped site
- To create a commercial development with a clear and distinct image and identity which is a successful investment by reason of its quality, flexibility, innovative approach, desirability and form.
- To provide a comprehensive development that enhances environmental quality and meets the needs of the owners and occupiers.



3.0 SITE CONTEXT

3.1 SITE LOCATION

The application site, which is 16.02 hectares in area, is located on the northern edge of the Bognor Regis built up area. It is adjacent to the northeast of the A29 Shripney Road/Rowan Way and south of the northern relief road in Bognor Regis.

3.2 STRATEGIC LOCATION

The site has good links into Bognor Regis town which is approx. 2.3km to the south via A29, and is linked directly to Felpham to the east and North Bersted to the west by the construction of the A259 Bognor Relief road.

3.3 SITE HISTORY

The site is farmed arable land and is included within the settlement of Bognor Regis as defined by the council through policy GEN2 in the Local Plan 2003. The Oldlands Farm site stretches across two policy areas in the 2003 Local Plan, namely Policy Site 5 and 6. Site 5 land allocated as commercial area and Site 6 is reserve land for future employment development adjacent to the railway.

3.4 SITE ACCESS

Main access to the site will be via Shripney Road with a secondary access through the village and by a comprehensive network of roads, cycleways and footpaths throughout the Oldlands Farm.



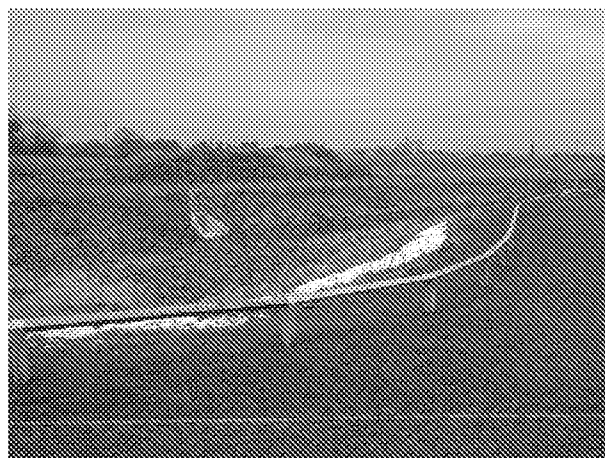
3.5 SITE DESCRIPTION

The application site is comprised of open arable farmland and currently used as grade 2 agricultural land and slopes gently from west to east. There are no significant change in level and there are no existing buildings on the site or public access to or through the site.

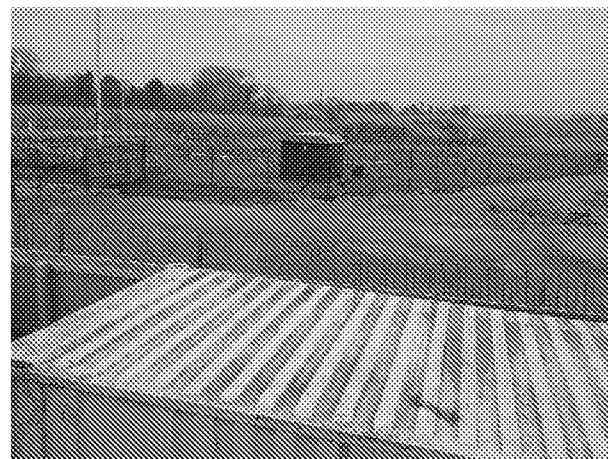
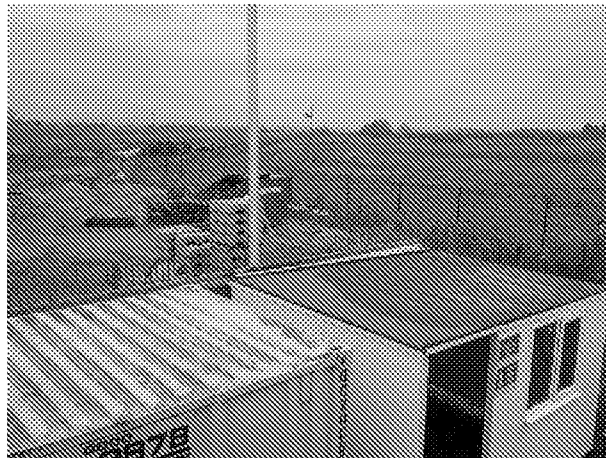
Most of the site is protected from tidal flooding by the existing Bognor Regis sea defences. There are wet water courses to the northern and eastern boundaries which have some ecological value but are of poor landscape quality. There are no physical, visual, historical or cultural links with any ancient monuments, listed buildings, conservation areas or historic parks and gardens.

The site layout respects the existing adjoining developments and boundaries and has been designed to accommodate service and delivery vehicles. The proposed layout of the buildings on the site are designed to balance the need for maximising the development whilst enhancing and complementing the surrounding locale.

3.6 SITE PHOTOGRAPHS



3.6 SITE PHOTOGRAPHS



4.0 ANALYSIS AND DESIGN PRINCIPLES

4.1 LAND USE

The aerial photographs illustrates the site in context. The brief for this development called for a range of buildings. The site is suitable for development for industrial and warehouse purposes. The principles of employment for this site has been established through the allocation of Oldlands Farm for strategic employment use.



4.2 SITE ACCESS

Access to the site will be from Shripney Road from the northwest via the existing roundabout and the Bognor Northern Relief road. Working within the existing framework of the allocated land use, the traffic impact will be minimal and the scheme is below the headroom already allocated to the site. The principle highway access to the site will be provided off a new roundabout junction on the A29 and the Bognor Northern Relief road will link to the A259 to the east.

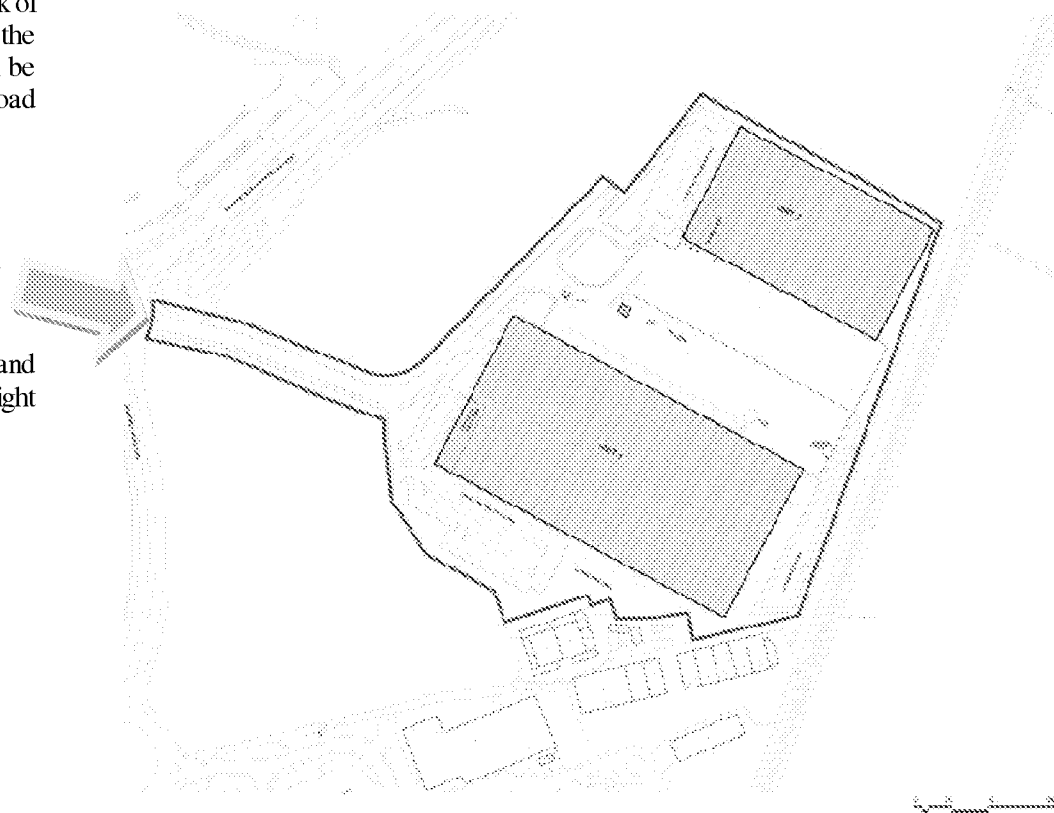
4.3 PARKING PROVISION

Car parking standards B1/B2/B8 employment uses. The general standard to be applied is 1: 100sq.m.

The car parks and pedestrian areas will be illuminated to a level where public safety, and a perception of personal security, are satisfied, but will also be designed to avoid any light spill onto surrounding areas.

Parking is to be provided as follows:

- UNIT 1 - 263 car parking spaces including 12no. disabled spaces
- UNIT 2 - 124 car parking spaces including 6no. disabled spaces



5.0 THE PROPOSAL

5.1 BRIEF

Michael Sparks Associates were commissioned by BERICOTE to design a 2no. high quality buildings to reflect and enable a successful development in terms of commercial letting and integration into the Oldlands Farm and surrounding developments.

The buildings are to be built from high quality, modern sustainable materials, paying due regard to both long life and quality of finish. Furthermore, the units will have to suit the varying and changing demands of the industrial, distribution and logistics/production industry.

The units should incorporate provision for a strategic landscaping, access and egress for operational vehicles, as well as convenient use by cars, cyclists and pedestrians. The units are to be adaptable to suit the varying and changing demands of the industrial, production industry, recognising the particular characteristics of the site, and the demands imposed by both its location and its surroundings.

5.2 DEVELOPMENT FORM, LAYOUT AND ORIENTATION

5.2.1 The form of the development will be determined by its primary use; most importantly by the volume required for the building's warehousing function and characterised by the need for large structural spans and for achieving critical heights. With the capacity of building determined by the brief, consideration has been made of the structural system which best reconciles these requirements in an efficient and sustainable way.

5.2.3 Industrial design standards and institutional investment criteria have an important influence on design. They determine the main dimensional setting out of industrial and distribution buildings and the layout of operational and ancillary spaces, such as the depths of loading areas, the number of loading doors, internal and external circulation routes, and the relationship between ancillary office accommodation to the main

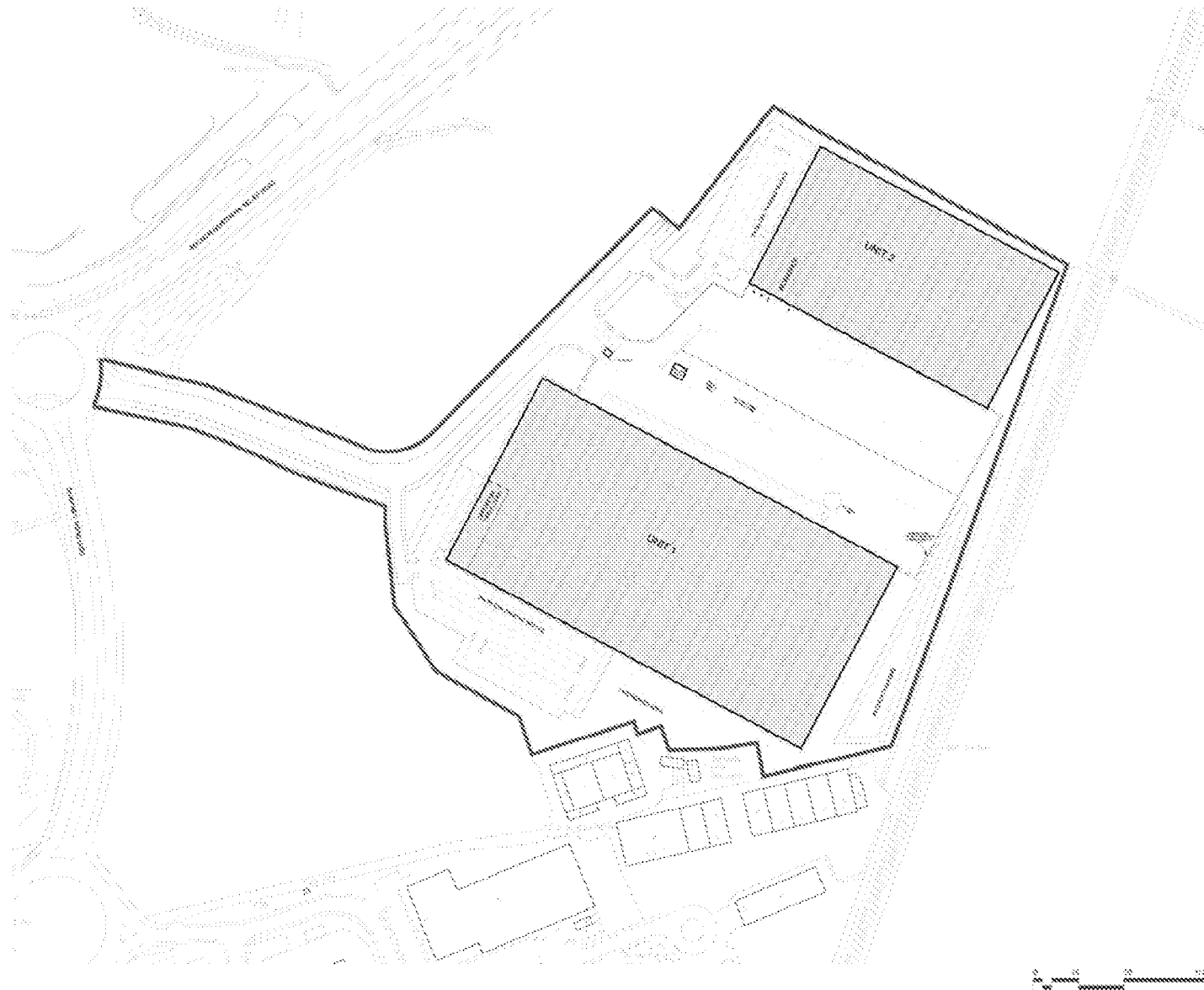


warehouse areas.

5.2.4 Considerations of orientation must take account of the following:

- the adjacent properties to the south which could be sensitive to noise generating activities from the proposed use and from visual appearance;
- provision for the accommodation for loading, unloading and the parking of large and heavy goods vehicles (HGVs) on the site. Clear separation between different traffic forms, in particular between HGVs, cars and pedestrians, and between loading areas and car parking, are of particular importance;
- the aspect and orientation of office areas and associated staff amenity facilities and other areas which will potentially have a higher occupancy, in order to optimise the quality of environment for building occupants;
- views into the site. Where there is an open aspect to the public realm, the orientation of the buildings will need to be considered in order for it to address public viewpoints.





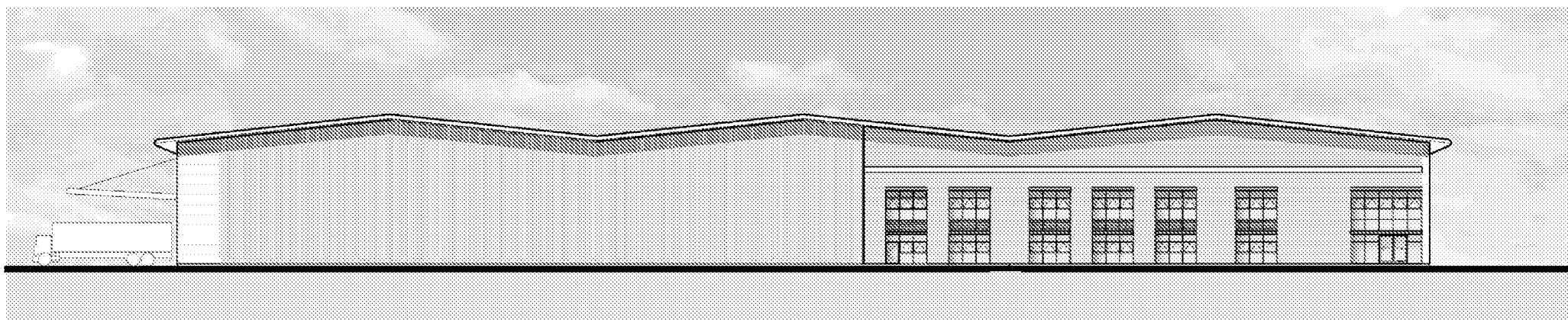
SITE LAYOUT

5.3 ELEVATIONAL TREATMENT / DESIGN

The drawings that accompany the applications show how the new units will be elevated. The proposed height for the unit is appropriate to its scale for operational purposes.

A combination of materials and colours is incorporated in the external finishes to allow the long elevations to be broken down. Contrasting cladding colours and vertical flashings visually break the panels into smaller components. The profiled cladding is broken down into bays to reflect the structural grid behind and thereby breaking the elevations down into panels in order to provide visual relief. The colour palette is made up of a range of silver, grey and white metal cladding of different profiles. Where the glass faced solid panels are used in the office facade, they are specified in clear and ceramic backed glass which expresses the primary glazing grid. This is itself broken into a sub grid by the glazing framework formed by the curtain walling system.

Ancillary offices will be positioned to face onto the carpark and will incorporate curtain walling at the entrances and ground and first floor offices. The development will be of modern, high quality appearance to add to the choice of premises available to businesses wishing to locate in Oldlands Farm. Elevations facing north will have non reflective finish to the cladding.



Curtain walling with clear glass- Suncool glass, laminated translucent glass and glazed white ceramic backed spandrel panels to floor zones
Frame Colour Ref: XDLB 053 (Metallic grey)

Lower Cladding:

Vertical profile trapezoidal cladding
Colour Ref: Silver Metallic RAL9006

Upper Cladding:

Horizontal profile sinusoidal cladding
Colour Ref: Silver Metallic RAL9006

Feature Cladding 1:

Horizontal flat metal cladding Colour Ref: Tata Colorcoat Prisma White RAL 9010

Feature Cladding 2:

Horizontal flat metal cladding
Colour Ref: Silver Metallic RAL9006

Roof: Profiled steel cladding with Corus Colorcoat
HPS 200 Finish Colour : Albatross(grey)

Level Access Doors:

Colour Ref: Silver Metallic RAL9006

Personnel Doors:

Colour Ref: Silver Metallic RAL9006



5.3.1 DESIGN CONCEPT AND PRINCIPLES

The design has been undertaken to provide a varying range of building size reflecting what is considered as the current market demand. Each unit has a generous yard and the buildings' shapes reflect typical occupier's requirements. A rectangular shape lends itself to achieving the balance of the external wall area required to maximise the number of loading doors with achieving the adequate depth for internal racking and storage layouts. This results in a building of rectangular shape.

Separate access for HGVs and cars requires that car parking is positioned at the front of the building adjacent to the road, in order to minimise on-site travel for customer and staff cars.

The proposals take account has been taken of the level difference at the site boundaries and the need to maintain existing trees to maintain and enhance screening. This has been coupled with the acoustic need for a barrier to mitigate against potential noise from the development.

5.3.2 USE

The proposed uses are B1(c)/B2/B8 use which is linked to the expected nature of the site. Other uses will be ancillary to this, which will include administrative functions within the office and staff amenities. The proposed uses are compliant with Local Authority.

5.3.3 SCALE

The scale has been determined to achieve the floor areas required by the brief and by the requirement of the brief of the detailed option for the heights detailed below, clear eaves height for the warehouse. This height is critical to achieving the total volume needed to accommodate the required storage capacity through high bay racking and mezzanine storage systems. The office space provided in Unit 1 remains ancillary to the main distribution and industrial functions of the operation.

The buildings will be:-

Unit 1 – 10m to u/s of haunch and 13.6m to ridge with 8m high office block and 112 x 224m warehouse

Unit 2 – 10m to u/s of haunch and 13.75m to ridge and 84.3 x 148.1m warehouse

The development proposes two units together with ancillary offices, strategic landscaping, access and egress for operational vehicles, as well as convenient use by cars, cycles and pedestrians. A total of 387 car parking spaces will be provided.

The units are orientated with the ancillary offices fronting the entrance of the site and the main estate road, presenting views of the elevational treatment shared by all the units.

The units are also orientated to maximise service yard facilities, providing adequate access to the loading bays, and turning areas are provided for articulated lorries as necessary with all service yards located away from the surrounding units.

5.3.4 AMOUNT

The amount of floor space has been determined by an iterative process of market demand and operational requirements between the outline elements and detailed elements. These are split by the central access road.

The floor space (GEA) is made up as follows:

Unit 1	26,122m ²
Unit 2	12,737m ²
Total	38,959m ²

5.3.5 LAYOUT

The brief demands a provision of ancillary offices and amenity facilities. Accommodation which has a high degree of staff occupancy is best situated at the front of the building. The reasons for this are as follows:-

- it offers direct access, in particular from the car park, to allow safe and direct access for staff and visitors and minimising conflicts with trafficked areas;
- provides the best outlook from the working areas; and
- engages the main area of highest occupancy with the public realm and, because of the need for transparency and articulation, presents the main focus of architectural interest to the street.

5.3.6 WASTE AND RECYCLE STORAGE

All units are provided with a bin store for the sorting and storage of general refuse and recycling of waste materials. The stores are enclosed by black painted perforated metal screens and are sized to accommodate standard wheeled bins. Bin stores are located in discrete and convenient areas as appropriate. The collection from each bin stores will be managed by the individual tenant.

5.3.7 PLANT AND EQUIPMENT

The site will be served by individual substations located and screened within the landscaped buffers adjacent to the access road. All units have rooftop plant enclosure to accommodate the mechanical and electrical plant equipment required to serve each building. The main internal staircase enclosures of both units are extended up to roof level above the office floors to provide access to a internal electrical plant room and to an external plant deck.

Equipment such as compactors, pallet store, gas bottle storage for forklift trucks and fuel tanks should be expected as these are often an integral part of an operator's requirements.

5.3.8 APPEARANCE

The site is in a prominent location and is visible from various aspects. Whilst the context and allocated use is industrial, consideration has been given to the wider visual context of the development as it lies close to more sensitive receptors and because it is highly visible to the surrounding road network.

The elevations are faced in metallic cladding except the north elevations which will have non-reflective cladding, a lightweight and efficient system suitable for large, wide-span steel structural frames and which is fast to erect. It is also a solution suited to a palette of functional modern materials.

The profiled cladding is broken down into bays to reflect the structural grid behind and thereby breaking the elevations down into panels in order to provide visual relief. The profiles of the metal sheeting are changed, by alternating between horizontally-laid sinusoidal, half round profiled cladding and flat metal panels, so as to create visual interest by producing varying textures to the external walls.

In contrast, the offices are clad in a curtain walling system which accommodates glazed areas to the offices where natural lighting and views out are important. Solid, insulated, glass-faced “spandrel” panels are used where the external walls abut structure or where the requirements of thermal performance require solid walling.

The colour palette is made up of a range of silver, white and shades of green cladding providing the parapet of the building. Where the glass faced solid panels are used in the offices facade, they are specified in a contrasting green shade which expresses the primary glazing grid. This is itself broken into a sub grid by the glazing framework formed by the curtain walling system.

Elevations facing the north of the site are treated with non-reflective cladding and avoids any glazing to prevent overlooking to the adjacent boundary.

The outline elements of the application will also follow these principles.

- Access
- The vehicular access for all vehicles is taken from the roundabout on Shripney Road.

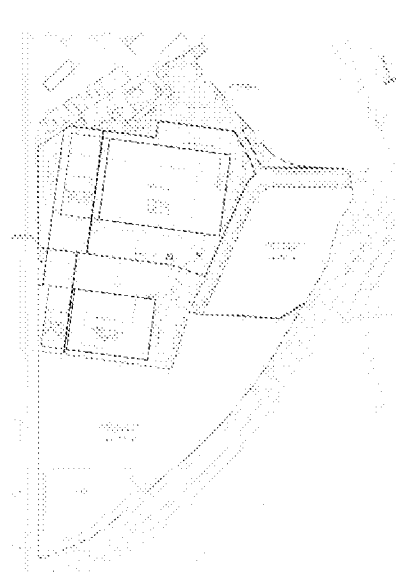
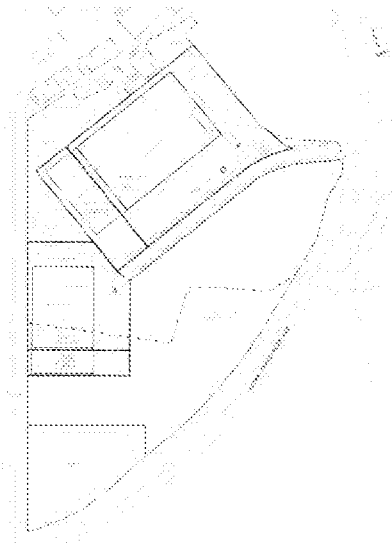
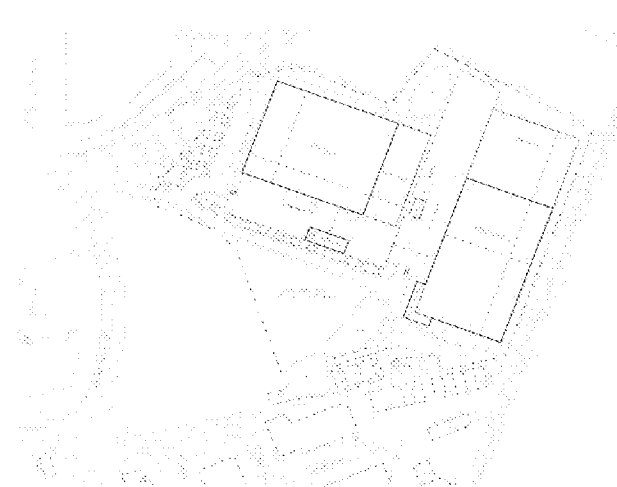
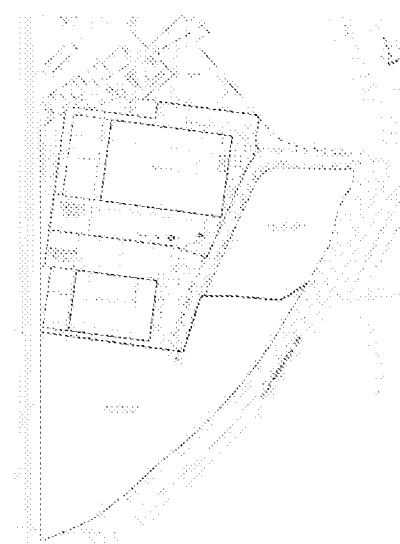
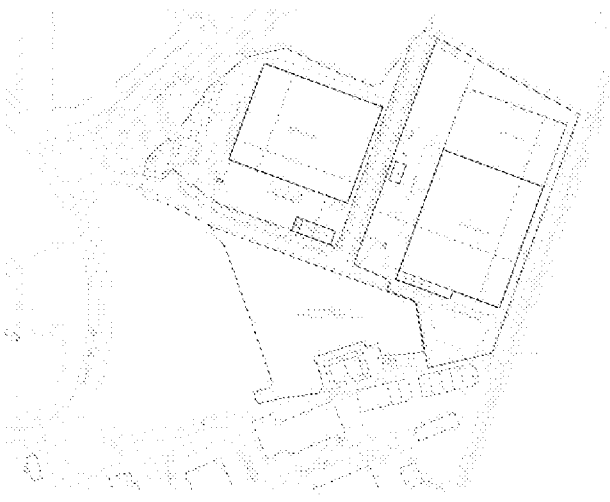
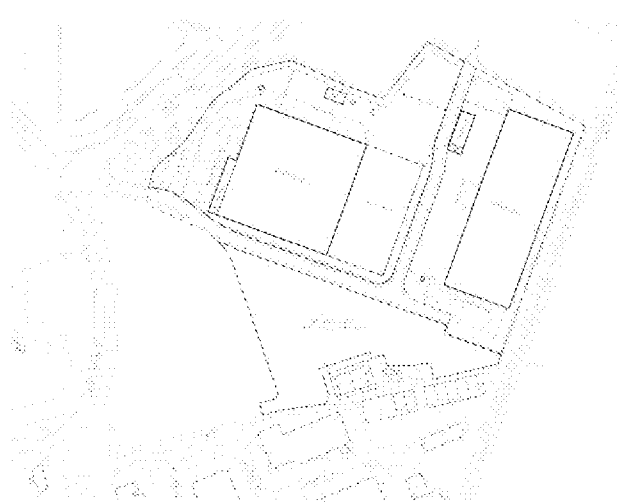
Access for pedestrians and cyclists will be via the car park entrance directly from Shripney Road, in order to avoid conflicts with large vehicles using the service areas. Pedestrian crossings are provided in the car park, and across the internal circulation road, in order to reach the building entrance.

Covered cycle parking is also provided. Showers and changing facilities are to be provided in the building for cyclists.

The facilities provided in the development, and improvement to access for use of public transport, pedestrians and cyclists, will form part of the occupier’s Travel Plan which will seek to reduce dependence on the car for commuting over the longer term.

Access arrangements for operational vehicles will permit efficient and safe vehicle circulation on site without impacting of the adjacent road network. A gatehouse is provided to process vehicles entering and leaving the service areas as part of site security policy. Ample space is allowed to accommodate queuing site traffic at the gatehouse.

5.4 OPTIONS



5.5 LANDSCAPE DESIGN STRATEGY

The illustrative landscape concept for the proposed development is shown on Davies Landscape Architects drawing no. 1606-L02-02 and 03.

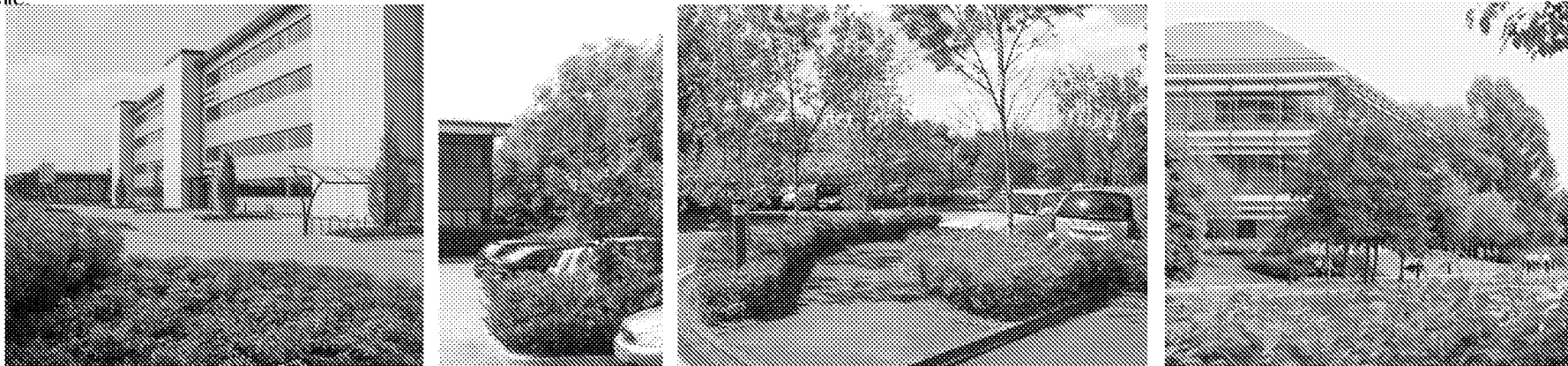
The selection of tree and shrub species and their arrangement has been designed to enhance the amenity value of the site and provide an attractive and welcoming environment sympathetic with the existing landscape character of the area.

Species selection takes into account the future maintenance requirements by careful consideration of their relationship with neighbouring treatments, with emphasis on achieving good establishment whilst minimising maintenance costs.

Where practical the parking and service yard areas have been softened by tree, hedge and ornamental groundcover planting. Adjacent to main footpaths low ground cover planting and mown grass verges provide well-defined open routes creating a safe and unobstructed environment for pedestrians. At key locations specimen shrubs situated within areas of low ground cover planting provide a contrast in height, texture and colour whilst a mix of deciduous and evergreen plant species offers a diverse range of seasonal interest

It is envisaged that over time the tree, woodland, hedge and shrub planting proposed for the site will mature to provide a setting which assimilates the site into the immediate surroundings. Ultimately, as it develops, the proposed landscape for the development will provide an attractive and functional working environment that will benefit both employees within, visitors and persons who pass by its boundaries.

The external environment has been designed to provide a pleasant setting for people to work and visit whilst accommodating the functional requirements of the development. It is envisaged that over time the shrub and tree planting proposed for the development will mature to provide an attractive landscape setting, which assimilates the new development into the immediate surroundings. The landscape created will be managed in accordance with sound ecological principles to improve the overall bio-diversity of the site.



5.6 ACCESS STATEMENT

Introduction

This access statement is provided to demonstrate how the provision for access for all is and can be achieved within the proposed development. This statement cannot relieve future owners and / or occupiers of their duties under the Disability Discrimination Act and Approved Document Part M of the Building Regulations.

General

The development occupier and proposed use are currently unknown. Future proposals will have to meet legislation for access that is current at the time. Likewise, future occupiers may have to audit their own operation and management systems to accommodate the needs of their staff.

External Pedestrian Access

The development platform is generally level and pedestrian routes from the site boundary and designated parking spaces to the building entrances will be a minimum of 1200 wide. Pedestrian routes are to be clearly defined and appropriate tactile paving is to be provided at road crossing points. Disabled parking spaces will be provided to meet the Council's parking standards. The spaces will be designed in accordance with Approved Document M recommendations and located close to office entrances. The approach route from the designated spaces to the entrance will be level with dropped kerbs.

Entrances

The entrance to the building will be clearly defined and any glazing to the doors or side screens will incorporate high and low level manifestation in accordance with Approved Document M

Horizontal Circulation

The horizontal circulation from reception to toilets and offices space is via a double leaf door having a clear opening width of a minimum of 800mm. The door will be fitted with vision panels between 500mm and 1500mm above floor level. Lever furniture that contrasts with the doors will be 1000mm above floor level. The opening pressures for all doors will be set as close as possible to 20 Newtons. The door surrounds and general decoration will be in accordance with Approved Document M in respect of colour contrast



Vertical Circulation

Vertical circulation to the office areas is via stairs and an eight person lift suitable for wheelchair / disabled use.

Both stairs of each building are suitable for ambulant disabled use in accordance with Approved Document M recommendations in terms of the appropriate rise and going of each step, visually contrasting nosings and handrails.

WC Facilities

Aunisex accessible disabled toilet is provided in accordance with Approved Document M recommendations on the ground and first floor of the unit and office. Showers and lockers will be provided for use by staff who commute to work by bicycle as part of the green travel plan and also for the workforce in the production facility.

Means of Escape

The means of escape routes from the office area are level. The routes from the warehouse may, owing to site condition, contain a step down, but the needs of all staff will be taken into account when the tenant undertakes the Fire Precaution workplace Risk Assessment.



5.7 CRIME PREVENTION

‘Safer Places – The Planning System and Crime Prevention’ focuses on seven attributes of design that are particularly relevant to crime prevention. The proposed development responds to this ODP document and the attributes of crime prevention as set out below:

Access and Movement

Spaces and pedestrian routes are to have well defined routes with easy to recognise entrances fronting onto the car parking areas. This provides for convenient movement without compromising security. Car parking is to be provided in the most prominent locations possible.

Structure

The unit is to be designed to limit opportunities for crime. The building will either be under the tenants’ own management or that of the landlord’s site management team.

Surveillance

CCTV ducting, poles and brackets will be provided in the development with the CCTV cameras and cabling to be installed by occupiers. Car parking will be overlooked by the offices where possible and any dark areas will be well lit.

Ownership

The application site is in single ownership enabling a consistent approach to safety and security. The unit will be designed to ensure a sense of ownership by the occupier and security will be enhanced by enclosing potentially vulnerable areas with fencing and legal demise.

Physical Protection

The building will be designed in robust materials – profiled metal sheet cladding on a steel frame. Where glazing is incorporated, toughened laminated sections will be included as necessary (e.g. adjacent to yard and car parking areas).

Activity

The main activity in the unit will be that of the business itself (i.e. industrial / warehousing) and will take place within the building and its service areas. Activity is also created by businesses in the rest of the estate and traffic along the main access roads which creates general surveillance beneficial for security.

Management and Maintenance

A dedicated management team will be charged with maintenance, landscaping and security of the estate.

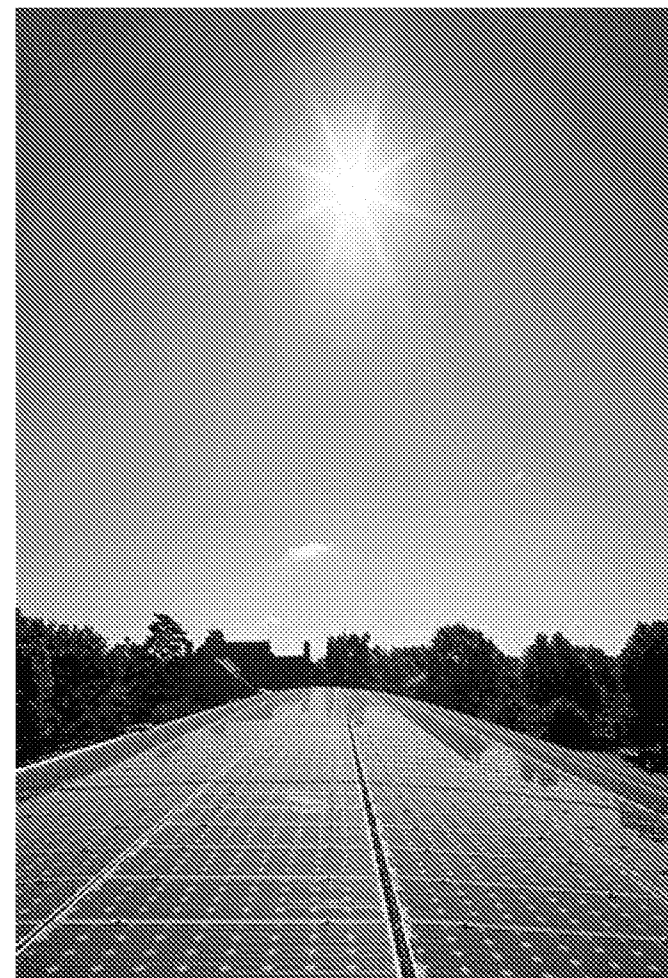
5.8 SUSTAINABILITY AND RENEWABLE ENERGY

The commitment for this development follows 2 main threads to sustainability:

- Careful use of materials to ensure conservation of energy
- The development is to achieve a reduction in carbon emissions

The building will be designed to meet legislation levels (Building Regulations Approved Documents) as a minimum and will commit to the following:

- The building is designed to last for a minimum of 25 years and exceeds the standard required to meet Building Regulations. External materials and details requiring the minimum of maintenance have been incorporated.
- The building will maximize the use of natural daylight but will be designed to minimize sunlight and solar gain. This will include rooflights which equate to 15% of the floor area, reducing reliance on artificial lighting.
- Timber specified for the building will not be tropical hardwood and will be certified to show it has been sourced from commercially grown and sustainable forests.
- Materials containing CFC's and HCFC's will be avoided in the building fabric.
- The building will be constructed largely in steel and aluminum that can be re-used and recycled after demolition.
- The building will be designed to achieve air tightness levels equal to or higher than that required by Part L2 of the Building Regulations.
- Water usage will be reduced through the use of dual flush WC's and spray taps.
- Low Energy fittings
- Very good BREEAM rating target, with the intention of obtaining the maximum number of the water credits



6.0 CONCLUSION

This document seeks to demonstrate that the redevelopment of Oldlands Farm will provide a well designed industrial warehouse development that will sit well in its surroundings and offer potential occupiers a high quality scheme attracting businesses to the area. It will inject investment into the local community and provide much needed employment space in difficult times. It is considered that this development meets the needs of the local community for a quality designed scheme that will be an asset to the area.



