H J Concepts Ltd

Factory B Durban Road Bognor Regis PO22 9QT

Design & Access Statement (16-1110)

Issue Status:

Revision	Date	Description
-	7 Jan 17	Issued in support of Detailed Planning Application
A	20 Jan 17	page 5 updated: Floor Area table
B	24 Jan 17	page 3 updated sign size



Frontal views from Durban Road

Introduction:

An application is to be made to Arun District Council for the following alterations and additional change of use

- Single Storey side extension, with glazed access doors
- New Access doors to Retail area
- Change of timber single glazed windows to PVCu White double glazed windows
- Non illuminated company signs
- Non illuminated window Wrap advertising
- Installation of steel Palisade security gates
- Installation of security roller shutter to recessed front door - external
- Additional use of A1 Retail
- Additional B8 Storage with in B2 Industrial Area
- Change of car park surfacing and parking layout
- PIR LED External Security Lighting

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Context of the Site:

The building consists of two principal sections: A two storey brick and render office and wash room facility on the front of the building and a portal framed single storey Industrial and storage area, to the rear of the site, which is brick clad, providing a Mixed Use Building with the following areas

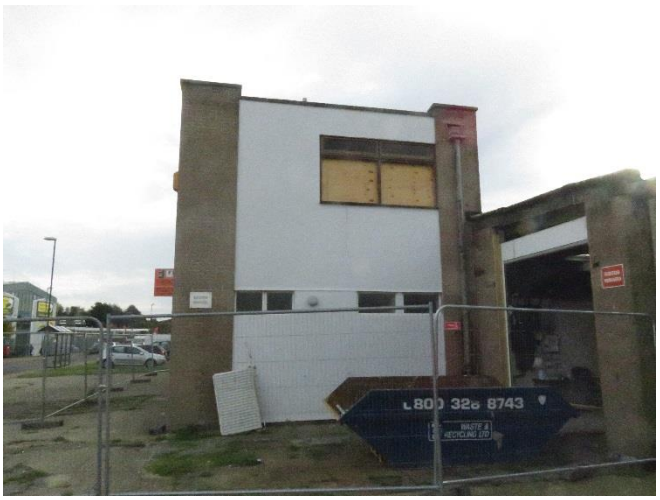
- Trade Counter – 52.70 m^2
- Offices B1 - 177.60 m^2
- Industrial B2 - 290.50 m^2
- Storage B8 - 174.20 m^2

The site occupies an overall area of 1127 m^2 (0.1127 hectares) measured from Promap and is positioned on the Western side of Durban Road. The general area is of mixed use industrial and retail and offices.

The site has its principal access from two drop kerbs on Durban Road, which leads onto the raised concrete and paving slab parking area and the pedestrian access doors to the main office building. Two large doors provide access to the rear industrial and storage area. A third large access door is located towards the rear of the building which is accessed via the vehicular access drive on the Northern boundary of the site.



Southern Internal Access Point



Northern Internal Access Point

The site can accommodate a minimum of 7 vehicles on the front parking area, with an additional space on the Southern side of the site. The complete site is completely hard paved with a mixture of concrete and paving slabs with no trees or shrubs

A steel palisade fence is positioned on the Southern Boundary, which also forms the protection barrier to the SSE substation

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The site is connected to the main public sewer for both storm and foul drainage.



Northern Access Route



Internal view of B2 Industrial Area

Design Opportunities:

The site provides an ideal opportunity for overall refurbishment and a change of use which can utilise the permitted Development changes between B2 Industrial to B8 Storage without significant changes to the building structural fabric. The site also provides an opportunity to introduce some trade and public retail related to the storage to better utilise the building and provide additional services.

Car parking areas are not being reduced in size, but an improvement in accessibility and layout is available.

Design Solution:

The proposal is to provide the following alterations, extensions and changes of use:

- Single Storey side extension, with glazed access doors - This is located on the Southern side of the site and replaces the existing open sided and fronted canopy area. The gross foot print area of the extension is 17.73m2 and the internal area of 15.7m2 is utilised under the A1 Shop Retail sale of goods.

- Change of timber single glazed windows to PVCu White double glazed windows

- Non illuminated company signs – The 2 No.main signs area ~~3.2m long x 0.65m~~ 2.65m Lg x 0.55m Ht high fixed back to the existing wall. These are Non illuminated plastic signs.

GARDNER SCARDIFIELD

- Non illuminated window Wrap advertising – This is on the glazing and will change during the service of the building advertising various products

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- Installation of steel Palisade security gates – These are galvanised steel similar to the image below. These are for security during times when the premise is closed



- Installation of security roller shutter to recessed front door – external – Illustrative image of roller shutter. Final colour: Light Gray



- Additional use of A1 Retail – This is located on the ground floor and utilises the area originally classified as B1 Office and the Trade Counter area. The total retail area is 207.9m2, which occupies 29.1% of the overall internal floor area

- Additional B8 Storage with in B2 Industrial Area – The additional storage area occupies what was the B2 Industrial Area, which was 290.5m^2. This change from B2 to B1 is permitted under the general class order as the area is less than 500m^2.

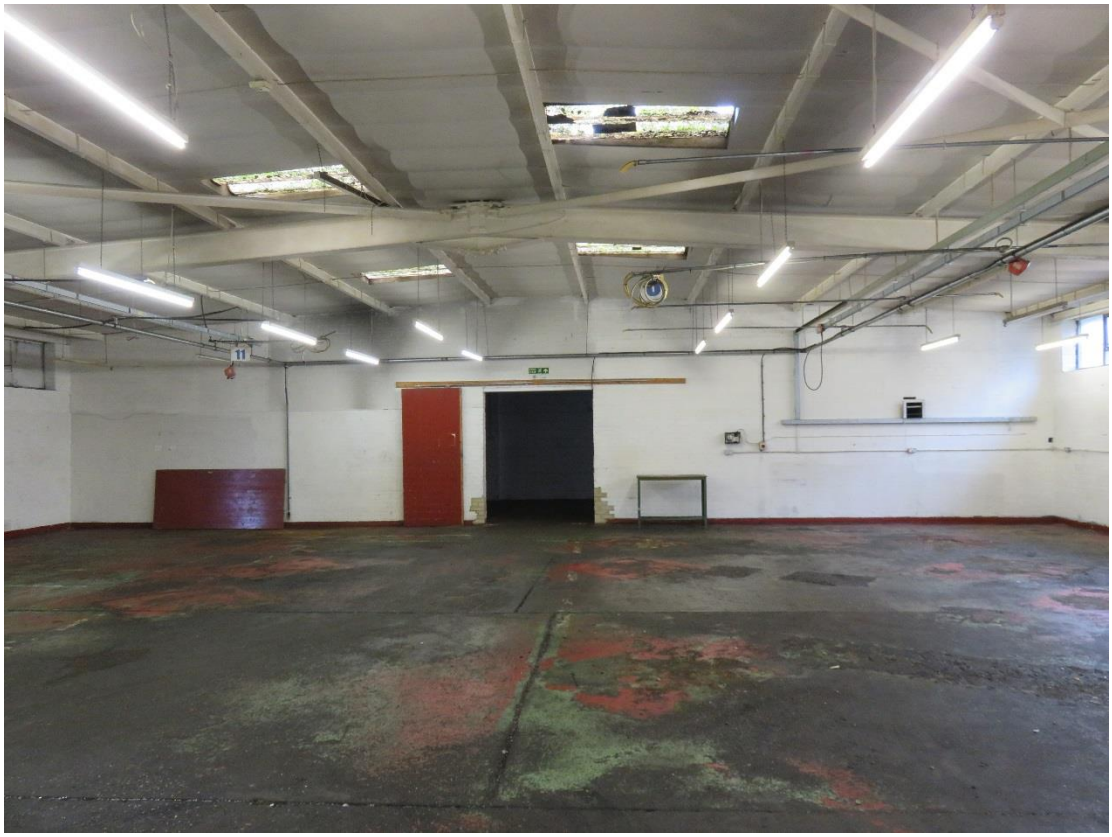


Image of Existing B2 Internal Industrial Area (Change to B8)

Use Class	Existing gross internal floorspace (square metres)	Gross internal floorspace to be lost by change of use or demolition (square metres)	Total gross new internal floorspace proposed (including changes of use) (square metres)	Net additional gross internal floorspace following development (square metres)	Action
A1 - Shops Net Tradable Area	52.7	0	207.9	+15.7	Edit Delete
B1 (a) - Office (other than A2)	177.6	91.3	86.3	0	Edit Delete
B2 - General industri...	290.5	290.5	0	0	Edit Delete
B8 - Storage or distribution	174.2	0	417.9	0	Edit Delete
Total	695.0		712.1	15.7	

Extract from Planning Form of proposed Floor Area Classification

- Change of car park surfacing and parking layout – The existing front parking area is to be resurfaced to remove the existing upstand trip and parking hazards and resurfaced with tarmac. Level and sound concrete areas are to remain. Parking spaces for the retail trade are to be marked out in 2.7m wide bays, rather than 2.4m wide bays as this provides better accessibility for loading. The existing 2 No. drop kerb access points are to remain unaltered. By re-orientating the car parking spaces a minimum turning area of 6.0m can be achieved behind the space, thus allowing easy forward exiting onto the highway. Visibility is very good in both directions as double yellow lines are located outside the site on the highway



Historic Google Earth Street image showing parking usage in 2015



Recent Image of upstands to be removed to improve parking and accessibility

- PIR LED External Security Lighting – Lighting will be positioned on external walls (pointing downwards) in dark under-lite areas to provide additional crime prevention measures and to provide light on means of escape routes from the building

The applicant has a number of staff that cycle to work rather than use a motor vehicle and as such an internal area has been noted for the secure storage of staff cycles. The position may alter during the use of the building, but a minimum area for 6 cycles will be accommodated internally for staff.

Materials:

Walls – Brickwork to match as closely as possible and smooth painted render

Doors & Windows – White PVCu (Double glazed)

Roof – High performance roof felt (colour unknown at this time)

Paving – Tarmac

Boundary Treatment – Galvanised Steel open fencing Height 2.0m

Crime prevention:

The following crime prevention initiatives have been incorporated around the site

- PIR LED wall lighting is distributed around the site to provide a background safe access lighting without creating excessive light pollution
- All main entrance doors will have 5 lever locks
- Steel Palisade fencing and steel roller shutters for when the premises are shut.

Ecology:

An Ecological Survey & Assessment has not been carried out on the building or the site as it is felt that none of the proposed works would interfere or cause harm to any wildlife.

A Protected Species Survey Checklist has also been completed and submitted with the application

The proposal falls outside the Schedule 1 and Schedule 2 projects as defined by the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations) 1999, therefore not requiring an EIA.

Landscaping:

No additional landscaping is proposed for the site

Flood Risk:

National Planning Policy Framework (NPPF) & associated Technical Guidance (TGNPPF) March 2012

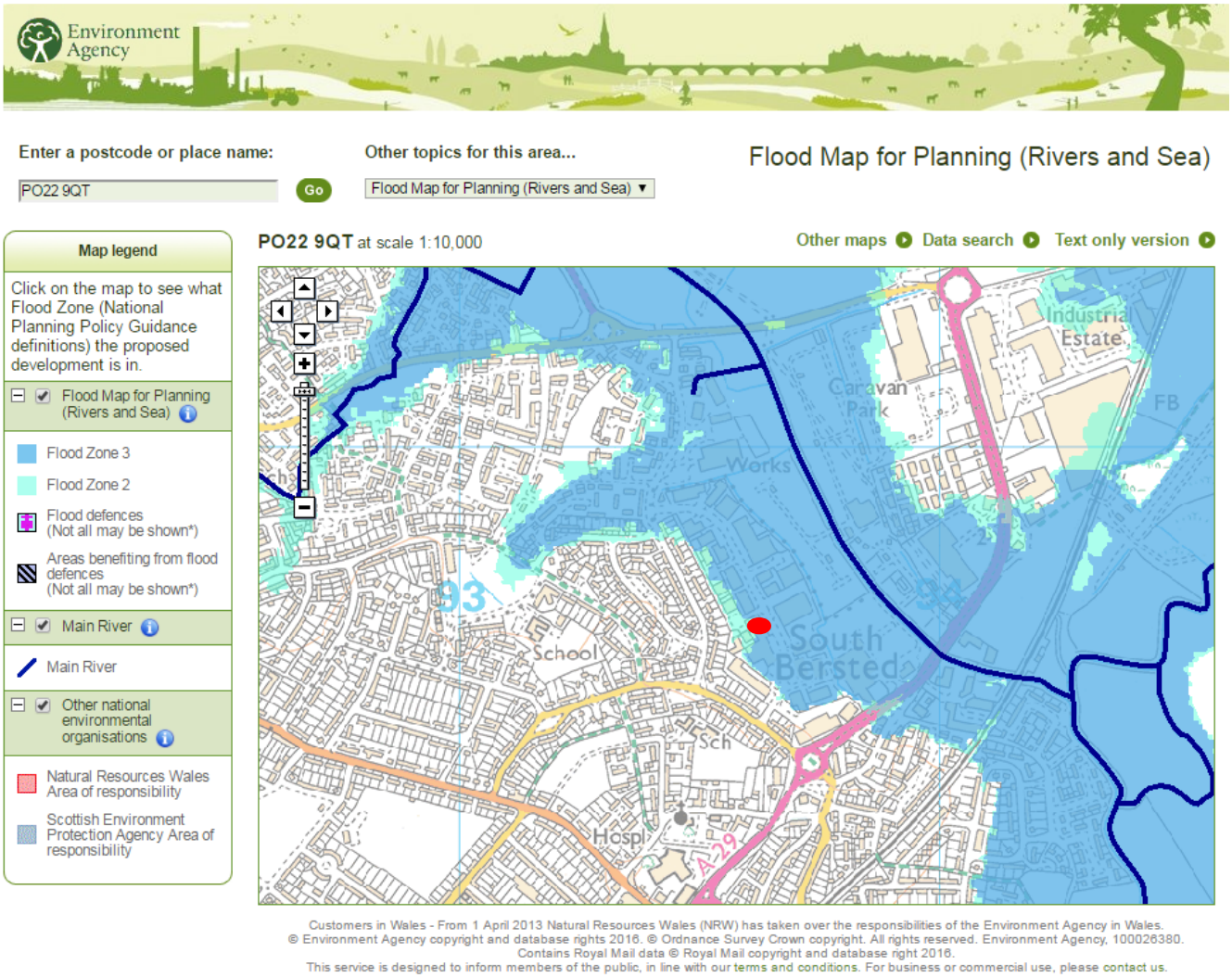
PPS25 '*Development and Flood Risk'* was replaced by the NPPF in March 2012, but key elements from PPS25 are retained, and are detailed within the Technical Guidance Paragraphs 1-19 (TGNPPF). Paragraphs 100 and 103 of the NPPF set out the raw principles of applying the sequential test and if necessary an exception test, along with safeguards in relation to future flood management, reducing causes and impacts of flooding and consultations with agencies such as the Environment Agency. Updated advice was issued in the form of

Planning practice Guidance in March 2014 on the communities.gov.uk website and this has also been taken into consideration.

It sets out the Government's policy with respect to flood risk issues that are required to be taken into account by all relevant statutory bodies from regional to local authority planning departments. The aim is to ensure that flood risk is assessed at all stages of the planning process

The proposed site is within Flood Zone 3 as defined by the Environment Agency Flood Zone map and as such does not have any significant flood risk issues. Existing storm drainage is to remain as is. The classification of use is acceptable under the NPPF Guidance Sequential test.

The site is indicated by a red dot.



Extract from Environment Agency Website – What's in your backyard

Zone 3a – high probability (This zone comprises land assessed as having 1 in 200 or greater annual probability of flooding from the sea (>0.5%) in any year

The more vulnerable uses should only be permitted in this zone if the Exception Test is passed

Overall classification Zone 3a (subject to verification of GPS site levels)

Table 2 Flood risk vulnerability classification

- Shops, Offices, Storage – **Less vulnerable**

Table 3 Flood risk vulnerability and flood zone 'compatibility'

Extract from the Technical Guidance to the National Planning Policy Framework

Flood risk vulnerability classification (see table 2)		Essential infrastructure	Water compatible	Highly vulnerable	More vulnerable	Less vulnerable
Flood zone (see table 1)	Zone 1	✓	✓	✓	✓	✓
	Zone 2	✓	✓	Exception Test required	✓	✓
	Zone 3a	Exception Test required	✓	*X*	Exception Test required	✓
	Zone 3b functional floodplain	Exception Test required	✓	*X*	*X*	*X*

Key: ✓Development is appropriate. *X* Development should not be permitted.

As can be seen under Zone 3a the Exception Test is not required to be undertaken.
The only newly introduced use is that of A1 retail and this would fall into the classification of less vunerable, matching the classification of the current uses, therefore the additional use does not introduce a greater flood risk to the sites uses.

No additional surface water is produced as the whole site is currently hard paved and the small 17.73m2 extension replaces a covered area which has a hard paved surface. As such no increase in flood water or pressure on the existing drainage occurs.

Recycle & Waste Storage:

Recycle – A total of 1No. 1100 litre Euro Bin

Waste - A total of 1No. 1100 litre Euro bin

Prevention of debris onto the public highway.

In order to ensure that the highways and public pavements are kept clear of mud and debri it is intended to ensure the Contractor will implemented the following site procedure.

1. Prior to departure from site all vehicles are inspected for mud and debris on the wheels and under the vehicle chassis

2. All loose mud and debris is either dry brushed off or in extreme cases jet washed off the vehicle. Jet washing is only being used in extreme cases as this operation in itself creates more mud and mess for the forth coming vehicles.

3. All loads leaving the site are also checked to ensure that they are well below the top rim of the storage area for the vehicle or skip.

4. Should any mud or debris reach the highway this will be removed immediately by brush or shovel, depending upon extent. This operation is reviewed following departure of the vehicle.

5. A contract with an approved road Sweeper or similar organisation will be implemented by the contractor to ensure any mud deposited on the road from the site within a wider area of the site is also cleaned up efficiently. This will also apply should manual sweeping not be effective, following inclement weather.

Contractors Working hours.

It is proposed to implement the following working hours

Monday – Friday: 08.00am – 18.00 pm
Saturday: – 08.00am – 13.00pm
Sunday and Bank Holidays: – No working

Conclusion

Having completed the Validation checklist and the Biodiversity Checklist it is concluded that all the necessary information has been supplied for the application. It is further concluded that the application is in accordance with the **Arun District Local Plan** policies and does not affect the vitality of the town centre or other business areas. The building makes excellent use of what was a vacant tied looking building and introduces a mixed use class building, without major structural intervention and changes that brings further employment into the Bognor Regis area, and provides a sustainable development. The proposal is in an area that is highly assessable and able to enhance the facilities within Durban Road

It is felt that no elements of the proposal will have not any detrimental effects on the neighbours or local community and businesses with regard to loss of facilities, overlooking or un-neighbourly type of development, and will not harm any wildlife or wildlife habitats.