

DESIGN AND ACCESS STATEMENT

TESCO BOGNOR 2102-DECKED CAR PARK
FLOOD RISK MITIGATION SCHEME

Tesco Superstore,
Shripney Road,
Bognor Regis,
PO22 9ND

254201-IDL-01-XX-DR-A-R4063-S3-P03

January 2026

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1.0

INTRODUCTION

- 1.1 DOCUMENT SCOPE
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1.0 INTRODUCTION

1.1 DOCUMENT SCOPE

This Design and Access Statement has been prepared by Inspire Design Limited on behalf of Tesco Stores Ltd, in support of a full planning application for the installation of a single storey raised car park deck together with site alterations, car park reconfiguration, new access into the car park, drainage alterations, creation of a new drainage outfall, landscaping and other associated works for the Tesco Superstore site at Shripney Road, Bognor Regis, PO22 9ND.

This document relates to the area within the red development boundary as shown on the location plan.

The structure of this Design and Access Statement is based on the CABE document: 'Design and Access Statements: How to write, read and use them'.

The purpose of this statement is to outline the design process and decision making which has informed the proposed scheme seeking approval.

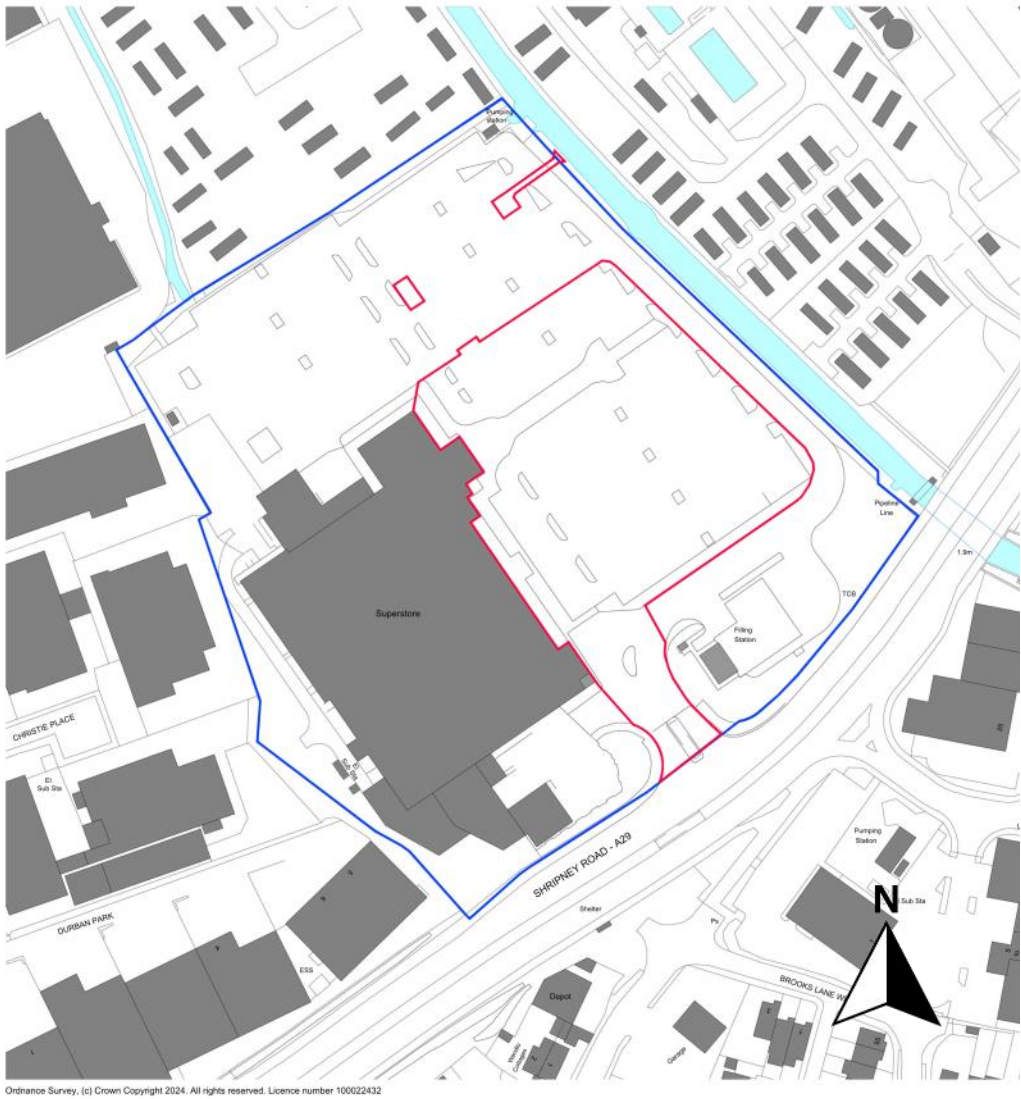
This statement aims to demonstrate that the principles of inclusive design and access have been considered from the outset of the development process. Section 2 of this statement describes the application site context and scheme brief. Section 3 highlights the constraints and opportunities that have informed the application proposals; section 4 describes the design process and scheme

proposals, whilst section 5 describes the accessibility of the proposed development via various modes of transport. Our conclusions are provided in section 6.

All materials contained within this document are shown for illustrative purposes only and are not to scale.

This Design and Access Statement should be read in conjunction with the drawings outlined below, along with all other reports submitted in support of the application.

Project Number	Number	Description
245201	P1001	Site Location Plan
245201	E1002	Existing Block Plan
245201	E1005	Demolitions
245201	E1006	Existing partial Site Plan
245201	E1008	Existing Elevations
245201	E1009	Existing Elevations
245201	P2026	Proposed Block Plan
245201	P2028	Proposed Partial Site Plan
245201	P3037	Proposed Elevations
245201	P3038	Proposed Elevations
245201	P4039	Proposed Sections
245201	P4040	Proposed Sections
245201	P4045	Perspective view 1
245201	P4046	Perspective view 2
245201	P4047	Perspective view 3
245201	P4048	Perspective view 4



Site location plan - NTS

1.0 INTRODUCTION

1.2 THE BRIEF

Inspire Design have been appointed by Tesco Stores Ltd to undertake the architectural services relating to the proposed scheme at their Tesco Superstore on Shripney Road.

The application proposal is located in Bognor Regis and comprises flood mitigation works, together with alterations to the existing car park layout and the installation of a raised car parking deck, to allow the store to safely remain operational during a flood event.

The aim is to provide long-term protection to key parts of the site, including the access road and car park, to ensure that the store can continue to service the community during future flood events

The brief comprises of the below key items:

- 1) implementation of a decked car parking structure providing sufficient capacity and ensuring uninterrupted access during both flood events and standard operating conditions;
- 2) the design should mitigate the intrusion of the car park into the surrounding environment, both in terms of its visual presence and photometric output (light spillage from cars manoeuvring after dark;
- 3) the car park will need to include dedicated blue badge bays and parent and child spaces;
- 4) improving landscaping provision;
- 5) a temporary Dot Com van parking area active only during flood events.



Aerial view of the site in its context (image obtained from Google Earth) NTS

2.0

ASSESSMENT

- 2.1 SITE LOCATION AND PHYSICAL CONTEXT
- 2.2 SITE DESCRIPTION
- 2.3 POLICY CONTEXT AND PRE APPLICATION
ENGAGEMENT

2.0 ASSESSMENT

2.1 SITE LOCATION AND PHYSICAL CONTEXT

SITE LOCATION

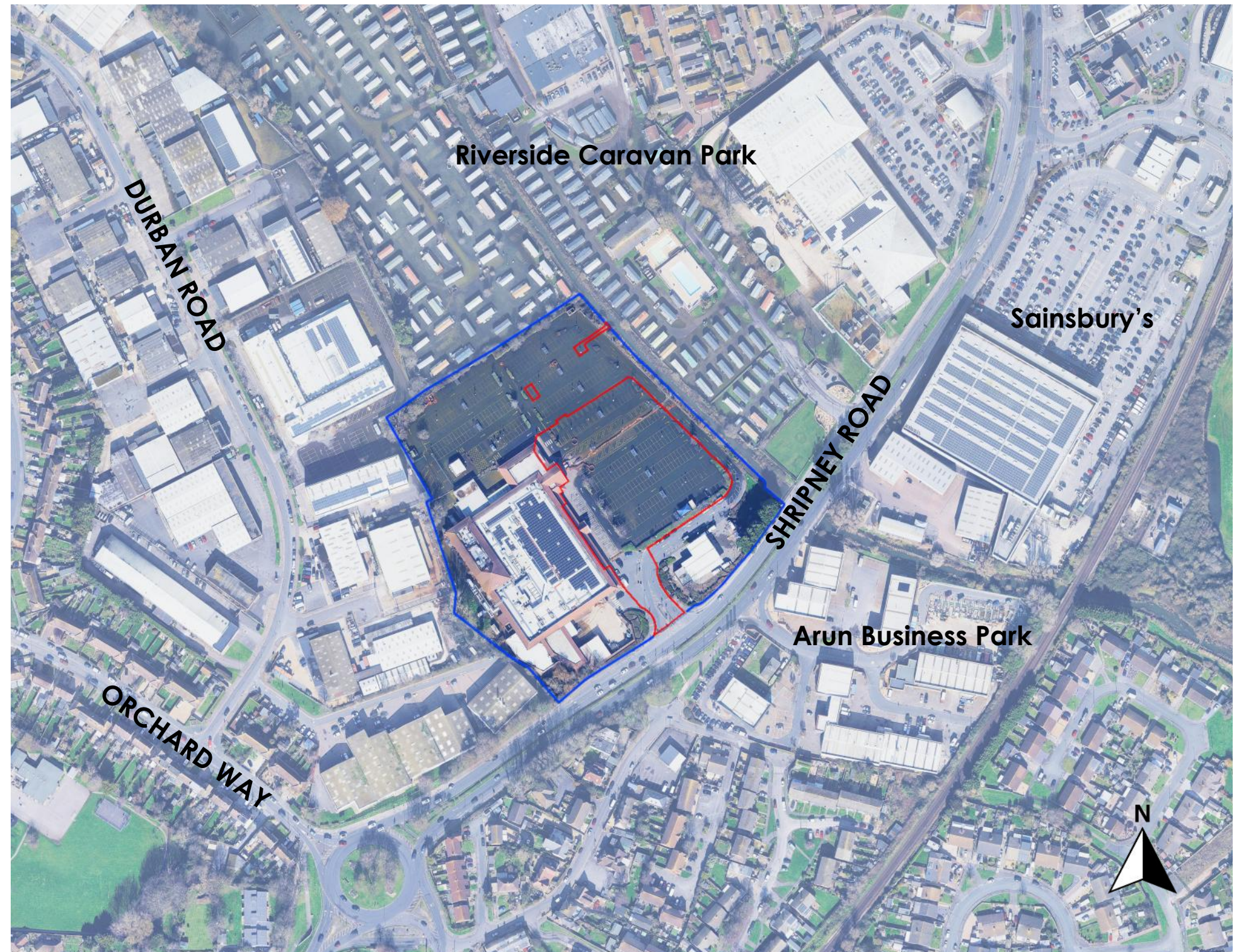
Bognor Regis is a town and seaside resort in West Sussex and falls within the administrative boundary of Arun District Council. While Arun District Council is the primary authority for planning decisions, the Bognor Regis Town Council is a statutory consultee and must be consulted on all applications within the town's five wards before a decision is made.

The nearby villages of Felpham, and Aldwick are now suburbs of Bognor Regis, along with those of North and South Bersted. The population of the Bognor Regis built-up area, including Felpham and Aldwick, was 63,855 at the 2011 census.

The town is situated on the south coast of England 56 miles south-west of London, 24 miles west of Brighton, 6 miles southeast of Chichester and 16 miles east of Portsmouth.

Several major routes connect Bognor Regis by car, mostly converging on the A27, which skirts the coastline. The town's closest motorway access is the M27 (to the west), which merges into the A27 near Portsmouth.

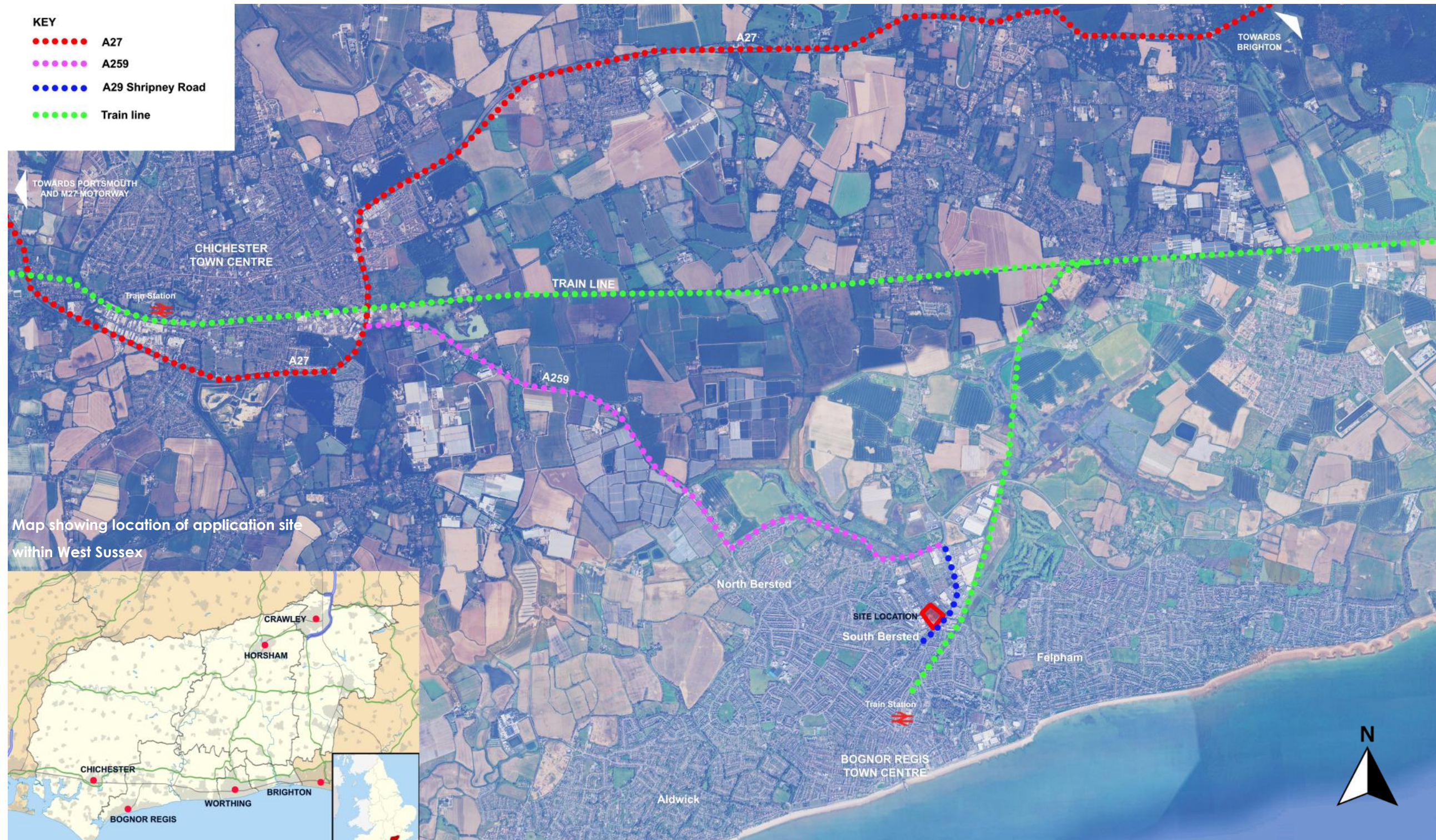
For rail travel, Southern Rail operates services connecting Bognor Regis to London and key locations throughout the South of England.



Aerial view of the application site showing the immediate surroundings. (image obtained from Google Earth) NTS

2.0 ASSESSMENT

2.1 SITE LOCATION AND PHYSICAL CONTEXT



Aerial view of the site in its wider context (image obtained from Google Earth) NTS

2.0 ASSESSMENT

2.1 SITE LOCATION AND PHYSICAL CONTEXT

PHYSICAL CONTEXT

The site is strategically positioned within a mixed-use area, where the landscape is predominantly characterised by commercial and industrial activity.

Although the store is located less than a mile from the town centre, the A29 highway at this juncture maintains a distinctly transitional, edge-of-town character. This is clearly marked by a noticeable shift in surrounding land use intensity and density, effectively separating the compact urban core from the surrounding suburban or emerging rural landscape.

The site enjoys robust connectivity to key destinations; existing employment opportunities, including local industrial estates, significant retail parks, and large supermarkets, are all comfortably within walking distance.

The site's immediate adjacency is defined by a mix of uses. To the northeast, the boundary is established by the natural course of the Aldingbourne Rife watercourse, immediately beyond which lies the year-round Riverside Caravan Park. The caravan park setting continues along the northwest boundary, where it is sensitively separated from the site by a continuous, generous landscaped buffer zone, providing visual and environmental screening.

To the southwest, the site adjoins the rear service boundaries of industrial and commercial units accessible from Durban Road (Durban Park).

Across the A29 to the east, the landscape is dominated by Arun Business Park, with a major Sainsbury's Supermarket located immediately north of the business park.

Architecturally, the surrounding commercial and industrial buildings exhibit a simple, functional, and utilitarian design philosophy, typically with low rise massing incorporating large expanses of glazed curtain walling, metal cladding, robust brickwork elements, and flat roof constructions.

The nearest residential properties, situated approximately 60 meters to the south on Shripney Road, belong to the post-war era (circa 1950s). These dwellings are characterised by their low-rise forms, featuring traditional cladding and brickwork façades, and surmounted by pitched, tiled roofs, offering a clear contrast to the commercial vernacular.

It is important to note that the site holds no special architectural or environmental designations, as it is not located within a Conservation Area, nor are there any listed buildings situated at or in close proximity to the boundaries.



2.0 ASSESSMENT

2.1 SITE LOCATION AND PHYSICAL CONTEXT



View of the site as seen from the east along Shipney Road. (Image obtained from Google Earth).



View of the street frontage opposite the application site vehicular access. (Image obtained from Google Earth).



View of the site as seen from Durban Road. (Image obtained from Google Earth).

2.0 ASSESSMENT

2.2 SITE DESCRIPTION

The site is situated approximately 0.6 miles north of Bognor Regis town centre, immediately west of the A29 (Shripney Road).

The Tesco store is accessed via a signalised left in/left out priority junction from the northbound carriageway of the A29.

The existing Tesco site extends to approximately 8.37 Acres. The site comprises a 6338sqm gross footprint store.

The existing Tesco store, which opened on August 2nd, 1988, is a single-storey structure built with steel-framed construction and brick-faced cavity walls. The design features full-height curtain wall glazing across the front and part of the side elevation. A shallow pitched roof is concealed behind a series of tiled mansard roofs that line the majority of the building's perimeter.

The overall site is rectangular in shape with the store building located in the south west corner, with its service area and back of house facilities positioned between the store and Shripney Road. A petrol filling station and a group of mature trees, located on the south eastern corner complete the frontage the site has on the A29.

The remaining area of the site is dedicated to car parking, spanning the north western, north eastern and part of the south western boundaries.

The main car park distribution road originates at the Shripney Road entrance, looping right around the petrol filling station. It subsequently runs parallel to the south western and north western boundaries, feeding parking bays that are aligned perpendicular to the store's façade.

The level car park provides a total of 504 parking spaces, including 25 designated spaces for disabled users and 25 spaces for parents with toddlers. Click and collect, EV charging, recycling and dot com facilities are all located in the north western part of the car park.

The perimeter of the car park along the north western boundary, features a dense screen of mature, well-established trees and shrubs. This robust landscaping acts as a buffer zone, visually separating the commercial parking area from the adjacent caravan park.

Along the north eastern boundary, the car park's perimeter borders the banks of the watercourse, which are covered by a robust but low-height landscaped screen.

There are pockets of landscaping, including trees, at the ends of the car park rows.

Topographically, the site is largely level but exhibits a slight gradient that descends from the store toward the Aldingbourne Rife watercourse.

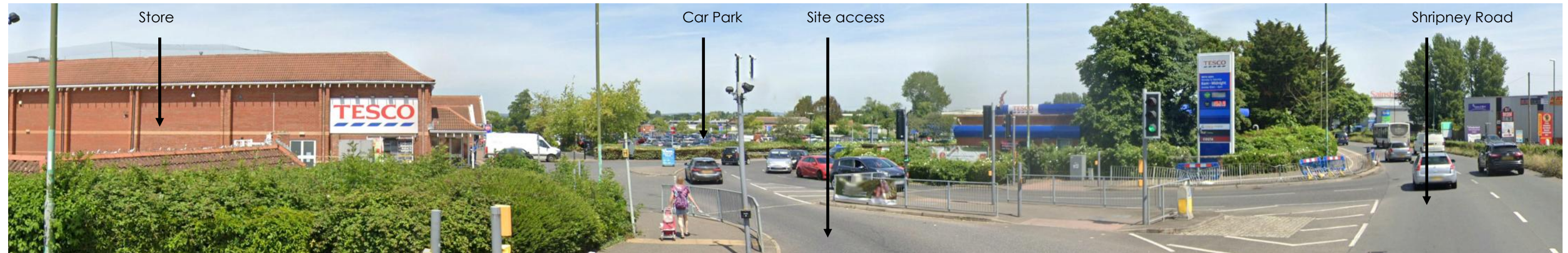
The store's finished floor level is approximately 1m higher than the car park levels adjacent to the Rife.

In terms of surfacing materials used in the car park, tarmac finish covers the majority of the space, meanwhile the frontage of the store is paved using block paving.

An existing, marked bus stop is located at the store entrance; however, bus operators have not used it for several years. Services are instead run from stops located just outside the site boundary on Shripney Road.

2.0 ASSESSMENT

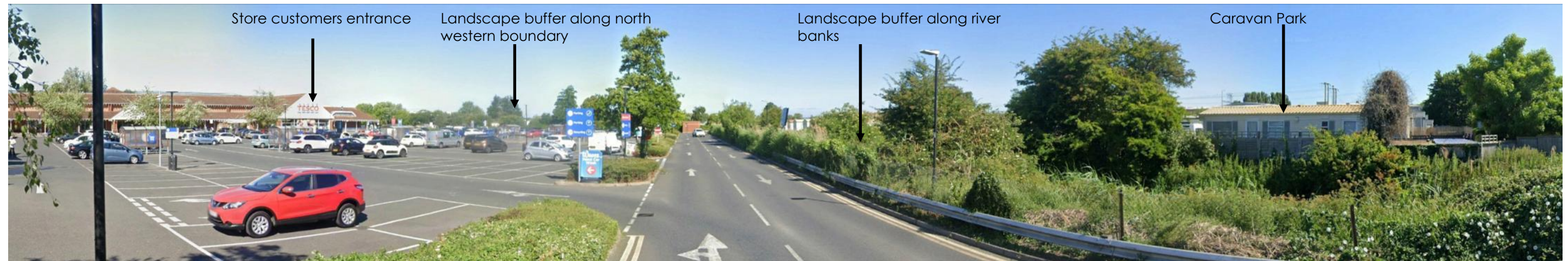
2.2 SITE DESCRIPTION



View of the site access from Shripney Road. (Image obtained from Google Earth).



View of the main store frontage and its relation with the site access, PFS and car park. (Image obtained from Google Earth).



View of the site as seen from the river bank side. (Image obtained from Google Earth).

2.0 ASSESSMENT

2.2 SITE DESCRIPTION

The site is situated next to the main Aldingbourne Rife river and falls within the Environment Agency's Flood Zone 3, which indicates a high probability of river flooding.

The Tesco car park has been severely impacted by increasing flood events, including major incidents linked to Storm Ciaran and Storm Babet in late 2023, followed by a separate event in February 2024. All occurrences were significant enough to cause multi-week store closures, suspension of home deliveries, and the closure of the petrol station and pharmacy.

The cause of the flooding is complex and multi-faceted, involving fluvial, sewer, and surface water components. The primary source is the site's proximity to the Aldingbourne Rife, which frequently reaches overspill capacity during heavy rainfall.

West Sussex County Council initiated a formal Section 19 Flood Investigation into the 2023 events.

The increasing frequency and impact of flooding on this floodplain location are a growing concern.

The site access, store and store entrance are above the highest known flood level.



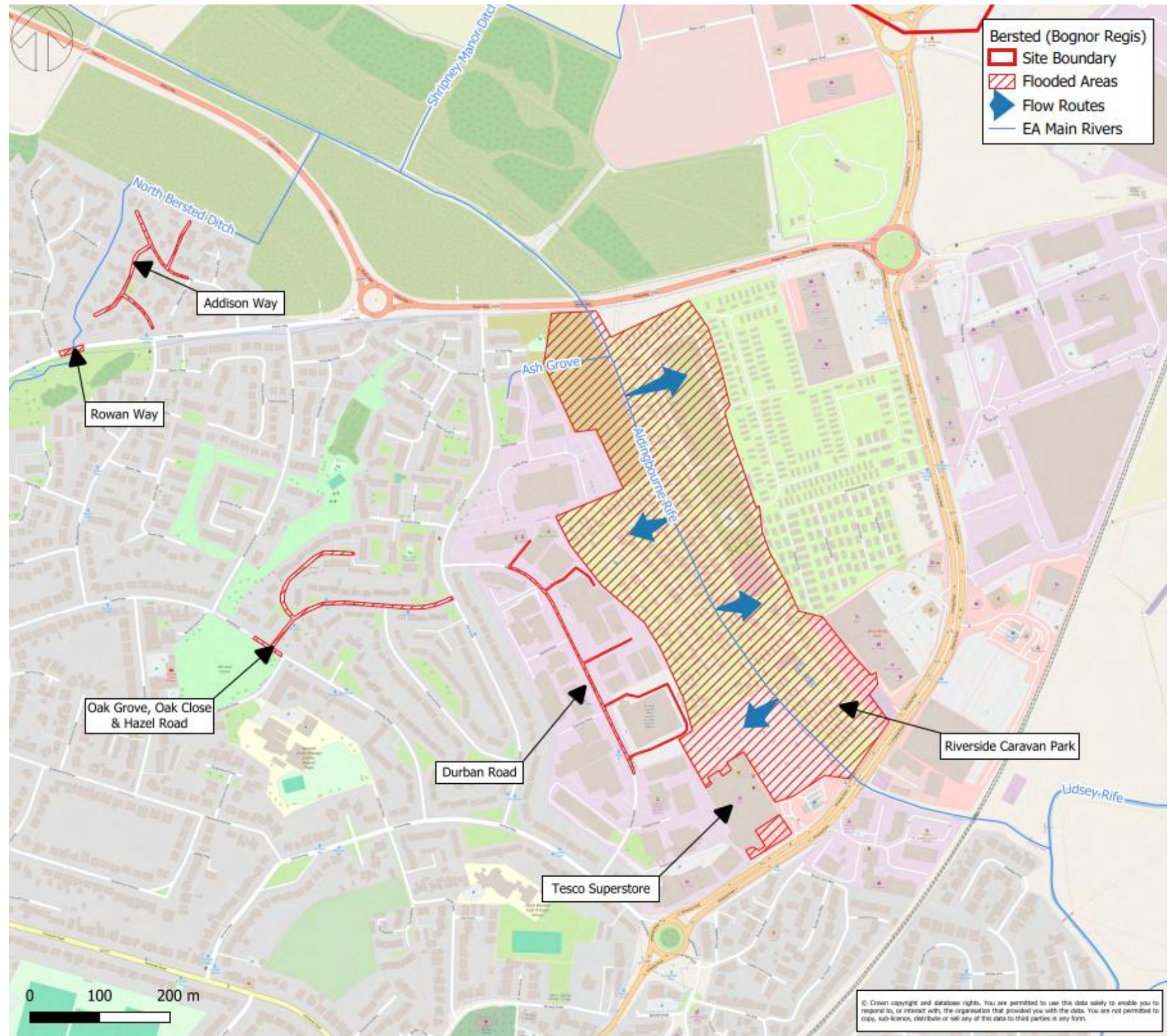
Flooding at Tesco during the 2023 flood event ((image obtained from the West Sussex County Council S19 Flood Investigation report)

2.0 ASSESSMENT

2.2 SITE DESCRIPTION

Extent of flooding during the 2023 flood event caused by Storm Ciaran.

(image obtained from the West Sussex County Council S19 Flood Investigation report). NTS



2.0 ASSESSMENT

2.3 PLANNING POLICY AND PRE-APPLICATION ENGAGEMENT

This section sets out a summary of the local planning policy and guidance as it relates to design and access issues.

The documents listed below are the main national, local and other relevant policy and guidance documents which have influenced the evolution of the proposed scheme:

- National Planning Policy Framework 2024
- Arun Local Plan 2011-2031 (2018)
- Bognor Regis Neighbourhood Development Plan (2015)
- National Design Guide (2021)
- Design and Access Statements (CABE)

Although the proposal is architecturally limited in scope, nevertheless some of the principles set out in the National Design Guide are considered to be particularly appropriate to this proposal:

- Well designed spaces are based on a sound understanding of the features of the site and the surrounding context, integrating into their surroundings so they relate well to them;

- Well designed movement network defines a clear pattern that: is safe and accessible for all; functions efficiently to get everyone around, takes account of the diverse needs of all its potential users; incorporates green infrastructure to soften the impact of car parking, helps improve air quality and contribute to biodiversity;
- Well designed places integrate existing, and incorporate new natural features into a multifunctional network that supports quality of place, biodiversity and water management, and addresses climate change mitigation and resilience.

In accordance with national policy the proposed design takes the opportunities available for improving the character and quality of an area and the way it functions.

Particular attention has been paid ensuring that the development will function well and add to the overall character and quality of the area in which it is located, not just in the short term but for its whole lifetime. The scheme responds to its local context and will be visually attractive as a result of its architecture and appropriate landscaping. Please refer to the Planning Statement submitted with this application for a more exhaustive summary on the relevant planning policies covering all aspects of the proposal.

PRE-APPLICATION ENGAGEMENT

Tesco Stores Ltd has undertaken pre-application engagement with relevant stakeholders, which has helped to shape and inform the final proposals subject to this application. Stakeholder engagement has included:

- Pre-application meetings with Arun District Council Planning Officers and Drainage Engineers
- Exchange of correspondence with Arun District Council's Economic Development Officer
- Meetings with the Environment Agency
- Meeting with Arun District Council's Ecologist
- A 1-week in-store public consultation event
- Meetings with the Riverside Caravan Centre
- Meeting with the West Sussex River Trust

Please refer to the Planning Statement and supporting technical reports for further detail of the engagement undertaken.

A number of the architecturally related local authority pre application comments are summarised as follows:

- **Design** – officers had no objection in principle to the decked structure. The images (including material choices) presented at the pre-app meeting are noted to be positive.

2.0 ASSESSMENT

2.3 PLANNING POLICY AND PRE-APPLICATION ENGAGEMENT

- **Light Pollution** – the response highlighted the issue regarding the potential for headlights of cars using the elevated deck to impact surrounding land users and the need for the design to mitigate any potential impacts accordingly.
- **Highways** – no concerns are raised regarding the loss of car parking spaces or the removal of the redundant bus stop.
- **Trees / Biodiversity** – it is noted that none of the

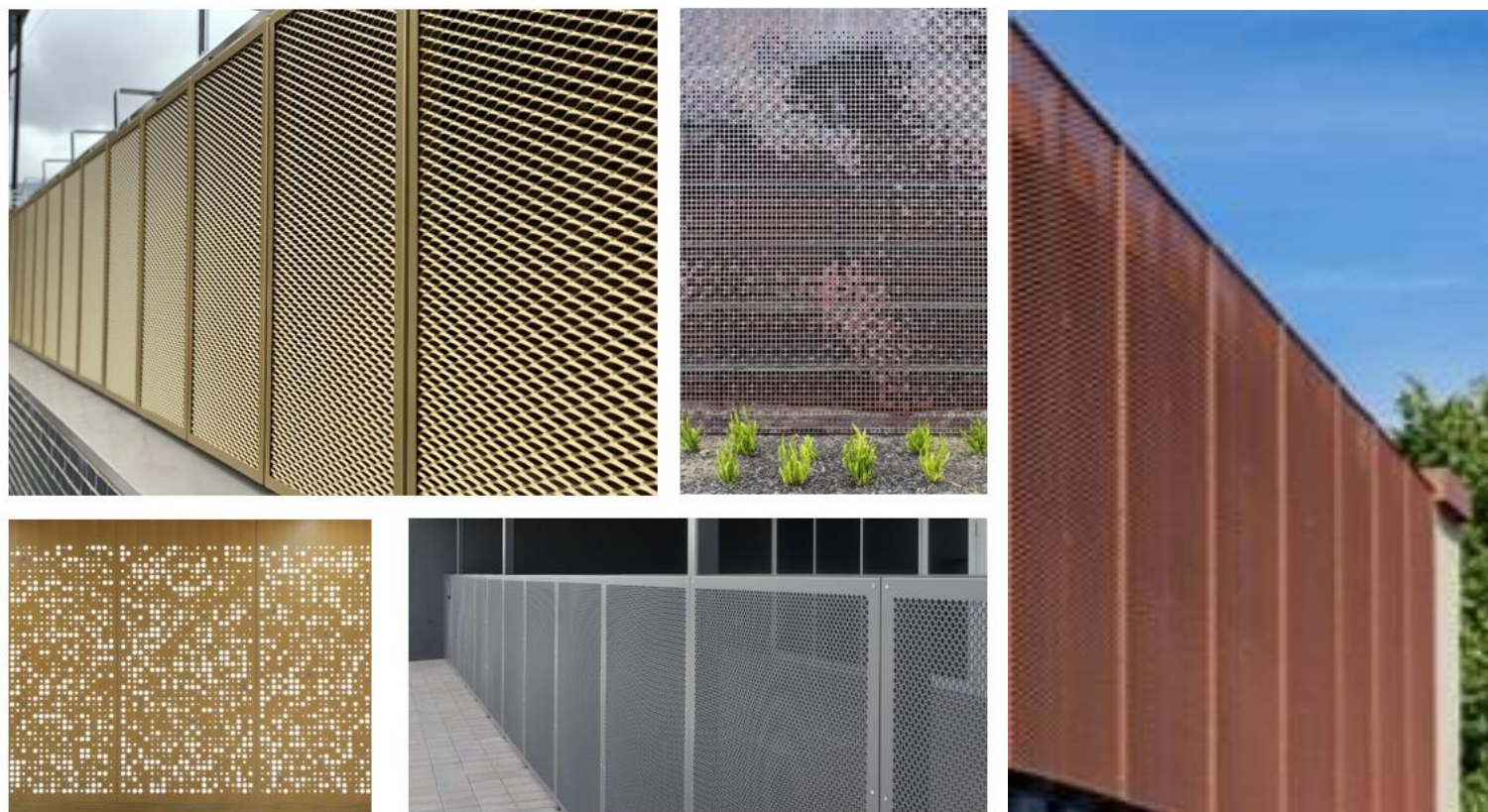
trees to be lost are of significant value and suggested that replacement tree planting should be provided elsewhere at a ratio of 2 trees for each 1 lost.

The response recognised that the car park is unlikely to have any potential as habitat for protected species, but recommends a wildlife survey is undertaken. Statutory BNG requirements were highlighted, together with the Council's policy for development to demonstrate a net gain in biodiversity (even where it does not trigger the national

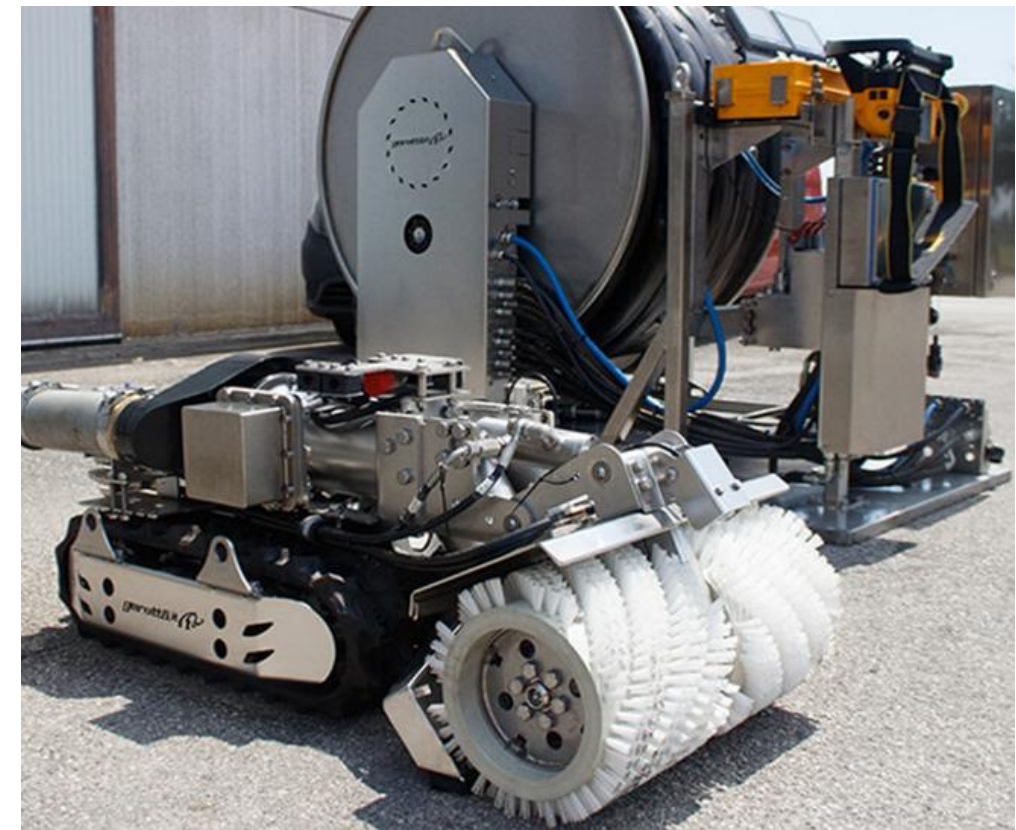
threshold). It was suggested that consideration of a green wall around the car parking on a smaller scale to that of the nearby Amazon facility could be given.

Overall the stakeholder responses received were positive and supportive of the need for the development to address the current challenges.

Following the above responses we have revisited our proposal and modified the car park edge treatment favouring a continuous perimetral landscaped buffer.



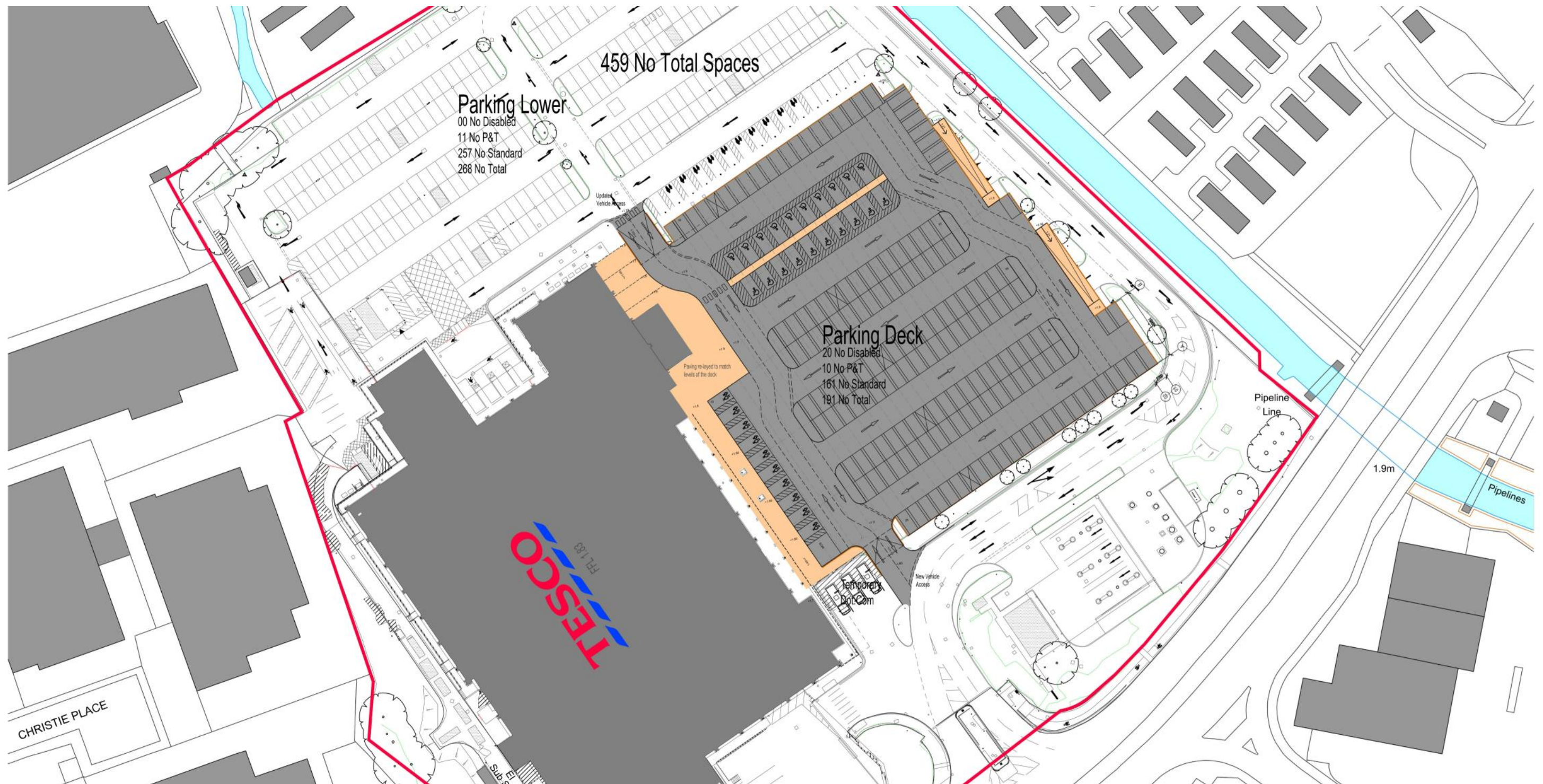
Possible materials to screen the car park deck submitted to Arun District Council for pre application advise.



Remotely operated Cleaning vehicle suggested for under deck void routine maintenance submitted to Arun District Council for pre application advise.

2.0 ASSESSMENT

2.3 PLANNING POLICY AND PRE-APPLICATION ENGAGEMENT



Site plan design submitted to Arun District Council for pre application advise. NTS

3.0

EVALUATION

- 3.1 CONSTRAINTS & OPPORTUNITIES
- 3.2 PRINCIPLE TO BE ACHIEVED

3.0 EVALUATION

3.1 SITE CONSTRAINTS AND OPPORTUNITIES

CONSTRAINTS & OPPORTUNITIES

Listed below are some of the constraints & opportunities that need to be considered when assessing the suitability of developing this area of land.

Constraints:

- site in flood zone 3a - restriction to development and compensation/attenuation measures required;
- proximity of caravan park along the north eastern and north western boundaries will need to be considered in terms of scale and amenity impact;
- views in and out of the site;
- landscaping and existing trees along boundaries to be retained;
- site access - proposal to link safely to existing vehicular and pedestrian routes;
- loss of existing parking spaces;
- Existing below ground drainage system.

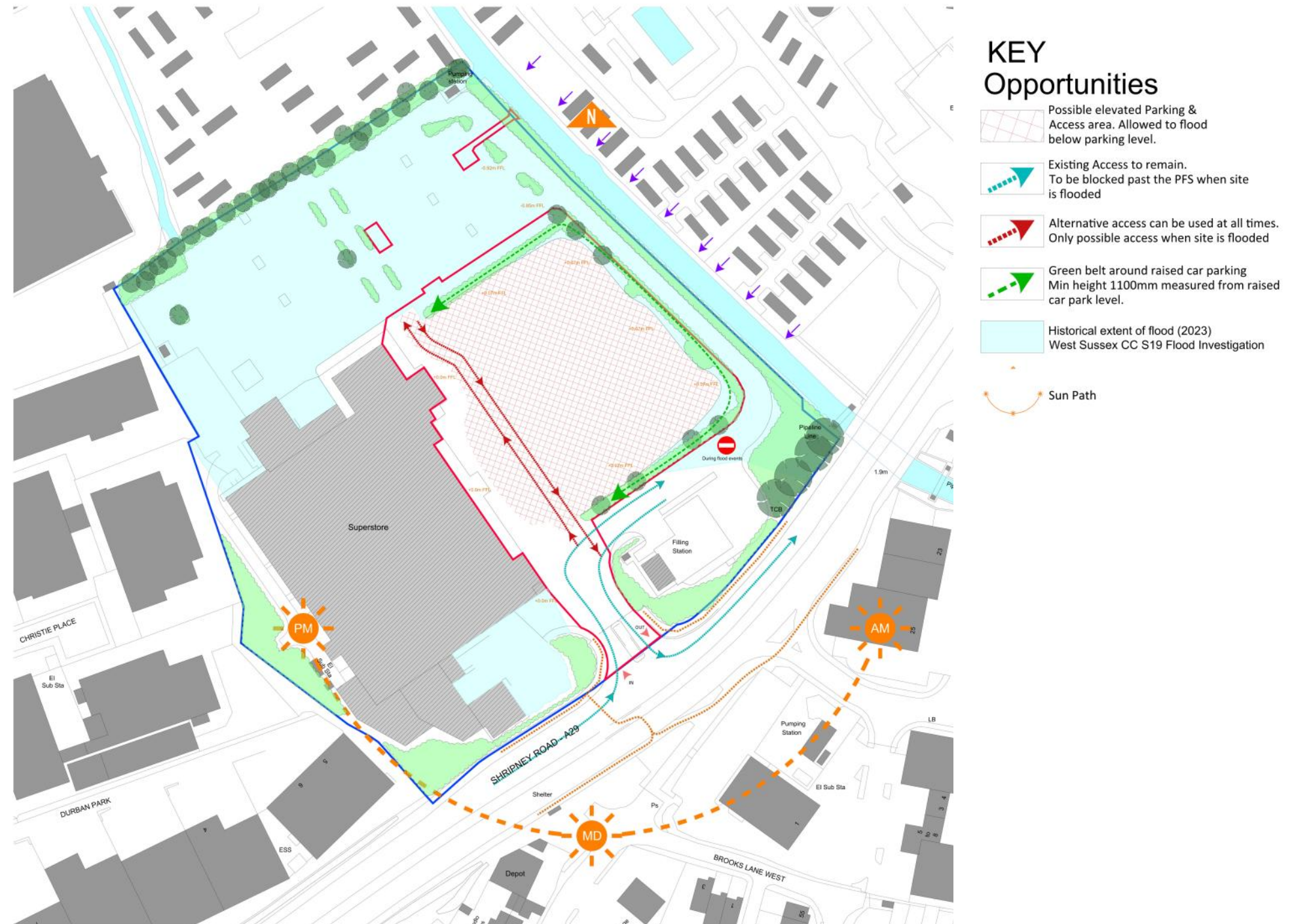


3.0 EVALUATION

3.1 SITE CONSTRAINTS AND OPPORTUNITIES

Opportunities:

- to alleviate the consequences of flooding, keeping the store open;
- to enhance the street scene along all public aspects of the site;
- improve the ambient views from the immediate neighbours;
- to create landscaped opportunities that will benefit the street scene and ecology;
- new parking area will be configured to meet modern standards and requirements.



3.0 EVALUATION

3.2 PRINCIPLE TO BE ACHIEVED

The diagrams on the previous pages illustrate the opportunities and constraints that are relevant to the application site and inform the design principles. The design should respect and respond to the character and appearance of the surrounding area and the position and massing of the adjacent buildings. The design should also comply with, and satisfy, all the general functional requirements implicit with the provision of retail and car parking accommodation.

Design principles:

- design a structure of its time that positively responds to the quality of the context;
- create scale and proportion relevant to people and the surrounding context;
- respond to the proximity and scale of adjacent areas;
- respond to key focal points, views and vistas;
- use quality materials and detailing.

4.0

DESIGN

- 4.1 USE AND AMOUNT
- 4.2 LAYOUT, SCALE AND APPEARANCE
- 4.3 MATERIALS
- 4.4 LANDSCAPE DESIGN
- 4.5 ACCESSIBILITY

4.0 DESIGN

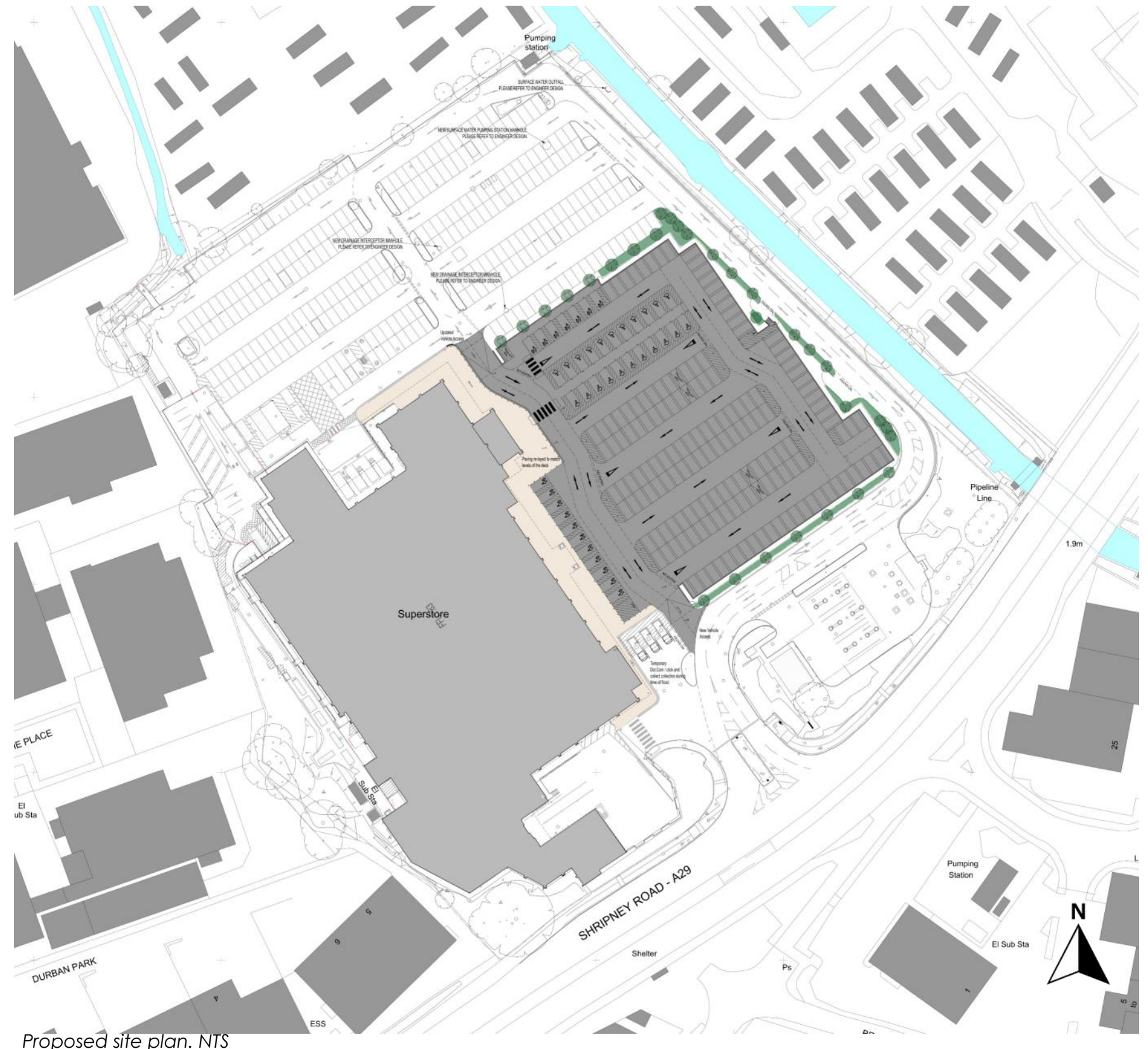
4.1 USE AND AMOUNT

Use and amount

The proposed application site measures circa 9,262m²/0.92 hectares/2.29 acres.

The proposed flood mitigation scheme includes:

- 1 parking deck measuring 6190sqm/66633sqft;
- 191 parking spaces including 22No accessible spaces, 18 No Parent & toddler spaces, motorbike and cycle parking;
- Landscaped areas and other associated facilities;
- Amendments to existing surface water drainage scheme, including the installation of a new, smaller pump to significantly reduce discharge rates to greenfield run off rates, creation of a new outflow and introduction of new pollution prevention measures (see Drainage Strategy for further detail).



4.0 DESIGN

4.2 LAYOUT, SCALE AND APPEARANCE

Layout

The site constraints and opportunities diagram, discussed earlier in this statement, informed the proposed layout.

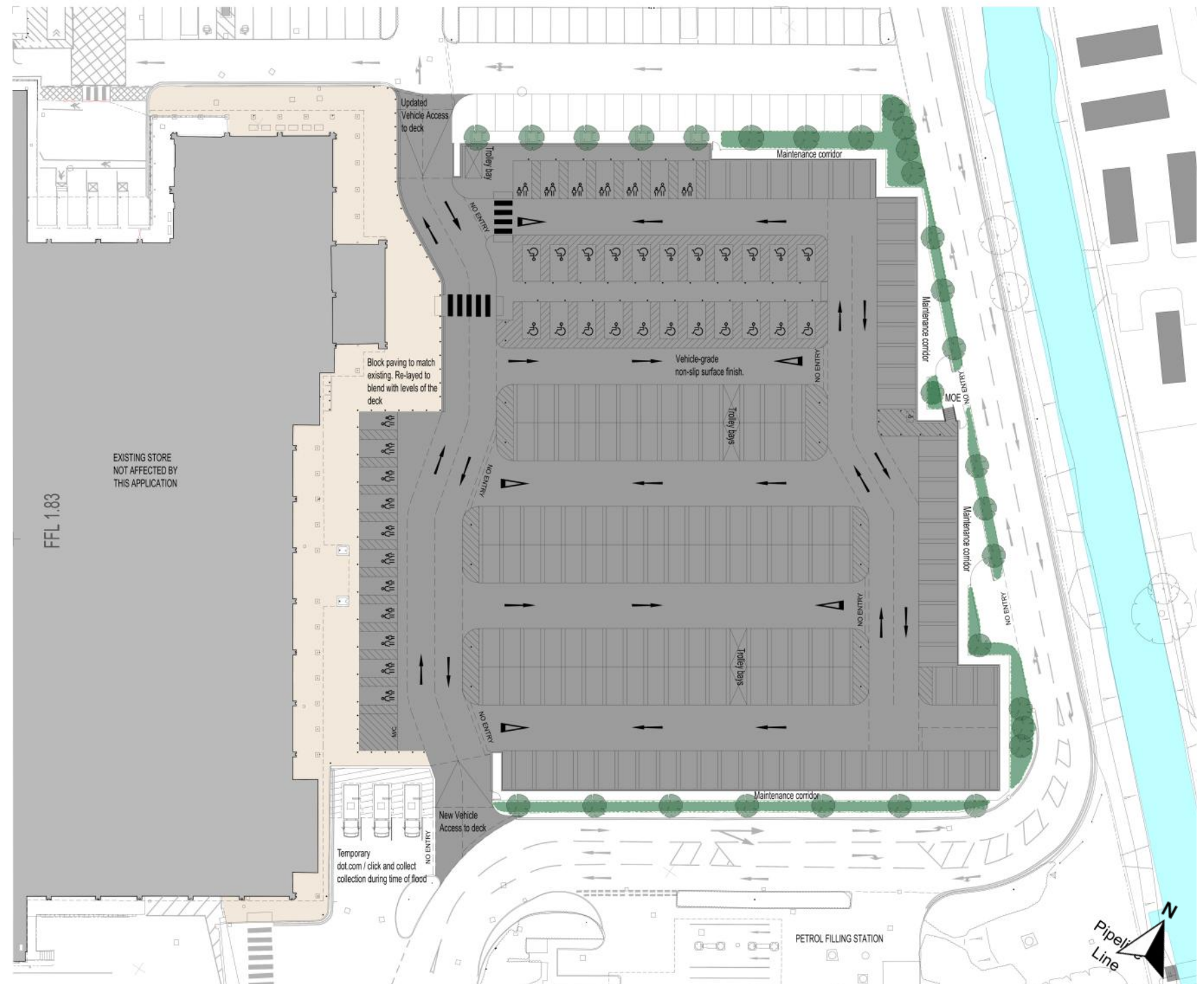
Taking these factors into account, the layout has been developed to establish the optimum use for the site and to ensure the best access solution is reached for vehicles, pedestrians and service vehicles.

The core proposal involves constructing a single-storey car parking deck that will span the entire length of the main store frontage, extending to meet the existing distribution road that runs parallel to the water course.

A new distribution road is proposed along the store frontage, featuring two shallow access ramps located at either end of the car parking deck.

The site is designed for dual operation:

- Normal Conditions (Outside Flood Events): Both the existing and new distribution roads will remain active, allowing customers the flexibility to either drive directly onto the decked car park or continue along the existing ground-level road.
- Flood Conditions: During flood events, the existing distribution road will be shut off at the petrol filling station. Traffic will then be strictly redirected along the new distribution road, ensuring the decked car park remains the sole accessible route for customers.



Proposed ground floor plan. NTS

4.0 DESIGN

4.2 LAYOUT, SCALE AND APPEARANCE

Operational analysis has established a requirement for at least 350 spaces during standard trading and a core capacity of 190–210 spaces during flood events. The existing car park currently provides 504 spaces (including 25 accessible and 25 Parent & Toddler bays). The new proposal introduces a decked area for 191 spaces (22 accessible, 18 P&T) alongside 273 standard remaining spaces at grade, resulting in a total capacity of 464 spaces. While this represents a net loss of 39 spaces compared to the current layout, the primary benefit is the guaranteed availability of 191 flood-resilient spaces, ensuring the store remains functional at all times. Furthermore, accessibility has been prioritized over the maximisation of total parking numbers. To enhance ease of use, the parking bays within the decked structure have been increased to a width of 2.7m.

The elevation of the car park deck is dictated by three factors: the existing store's finished floor level (FFL), the design flood level, and essential maintenance access requirements. To ensure seamless access, the deck's FFL is set to match the store entrance, which is the highest point on the site. As the natural topography slopes downward toward the watercourse, the deck will maintain a constant top level; consequently, while it

begins at grade near the store, it reaches a height of approximately 1m above the original car park level at its furthest point.

The void beneath the deck is purposefully sized to continue flooding, thereby ensuring the existing flood water storage capacity is maintained. The void will be enclosed using access grids designed to allow flood water to go through but keeping the void free of obstruction and deter wildlife. Furthermore a stringent maintenance and cleaning regime using remote controlled cleaning machines will be implemented to prevent debris accumulating. Please refer to the information submitted at pre application stage and illustrated at page 16 of this document.

The proposals utilise part of the disused bus stop area to create the new southern access ramp up to the raised deck. The remaining space in this area will serve as a temporary alternative servicing location for Dot.com vehicles during flood events.

The deck's primary function is to provide resilient, accessible parking that allows the store to remain operational during floods. Access within the site has been carefully designed for customer and service vehicle movements. The accessible spaces and those for parents with children have been located as close as possible to the store entrance allowing easy access in and out.

Scale

The proposal will be contextually appropriate with its scale, height and massing influenced by the location and setting of the site, constraints and opportunities posed by the immediate and wider context, sound urban design principles and the local urban design objectives.

The closest existing sensitive neighbour site is the caravan park located on the other side of the water course along the north western boundary. Other sensitive views of the development are the ones from Shripney Road along the southern side of the site.

To mitigate the environmental and visual impacts of the raised parking deck, a perimeter landscape buffer is proposed. This buffer serves a dual purpose: it provides effective screening against light pollution and ensures the new structure is seamlessly integrated with existing boundary vegetation when viewed from sensitive off-site locations. Additionally, a solid screen will be installed behind the landscaping to ensure a total light-tight barrier that prevents any filtering through the vegetation.

All considered the overall height and massing of the proposal is appropriate to this setting and reinforces local distinctiveness and enhances the area with a considered, contextual response.

4.0 DESIGN

4.2 LAYOUT, SCALE AND APPEARANCE



View of the proposal as seen from the main vehicular access of Shripney Road. NTS



View of the proposal as seen from the Shripney Road bridge crossing the Aldingbourne Rife watercourse. NTS



4.0 DESIGN

4.2 LAYOUT, SCALE AND APPEARANCE



View of the proposal as seen from the neighbouring caravan park. NTS



View of the proposal as seen from the north western corner of the store car park. NTS

4.0 DESIGN

4.2 LAYOUT, SCALE AND APPEARANCE

Appearance

Although the proposed car park design is mostly functional, it aims to create a positive response to the local area and ensure integration with neighbouring developments. This goal is achieved through a deliberate and robust treatment of the car park edges, where three distinct features run parallel around most of the perimeter:

- Internal Edge (Safety and Light Filtering):

The first feature, starting from the inside of the car park, is a continuous fall protection balustrade.

This structure incorporates both handrails and robust

crash barriers for vehicles. Between the main posts, a series of opaque black panels are integrated to create a primary filter designed to block light spillage from vehicles manoeuvring after dark. This balustrade extends to 1,100mm above the deck level.

- Middle Edge (Maintenance and Void Access):

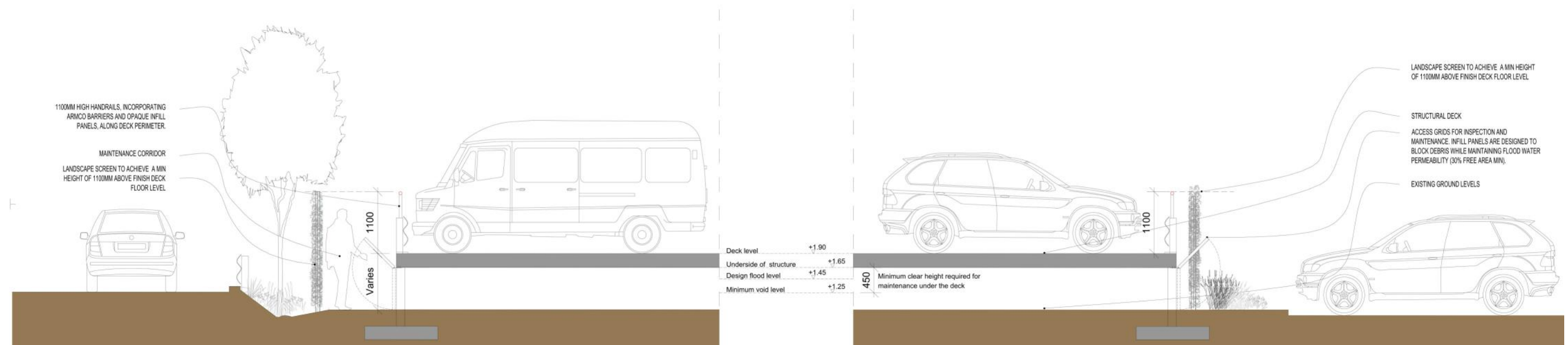
Beyond the balustrade, the raised deck terminates, and ground levels return to the existing grade. This area includes a narrow maintenance strip. From this strip, low-level access to the underside of the deck is achieved via removable access grids that are vertically located around the perimeter for inspection and maintenance. This grid

infill panels are sized to restrict debris while maintaining flood water permeability (30% free area min).

- External Edge (Visual Shielding):

The final element of the edge treatment is a continuous landscaped buffer zone. Crucially, this zone is designed to extend in height to the same level as the balustrade, doubling the filter effect on vehicle light and noise spillage.

This robust, multi-layered edge treatment successfully achieves the dual goals of shielding neighbouring areas from car parking activities and simultaneously presenting a natural and aesthetically pleasing backdrop when viewed from adjacent distant areas.

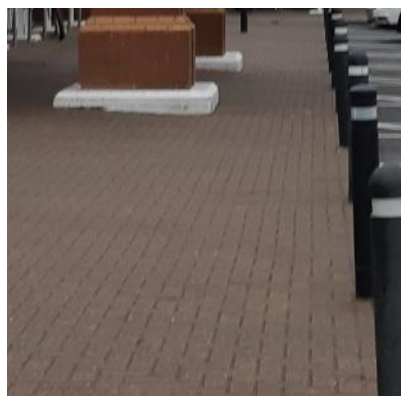


4.0 DESIGN

4.3 MATERIALS



1. Anti slip car parking surface (grey)



2. Block paving to match existing



3. 1100mm high handrails incorporating armco barriers and opaque infill panels



4. Access grids



5. Plastisol coated profiled metal trolley bay Color Dark Grey



6. Walkway bollards



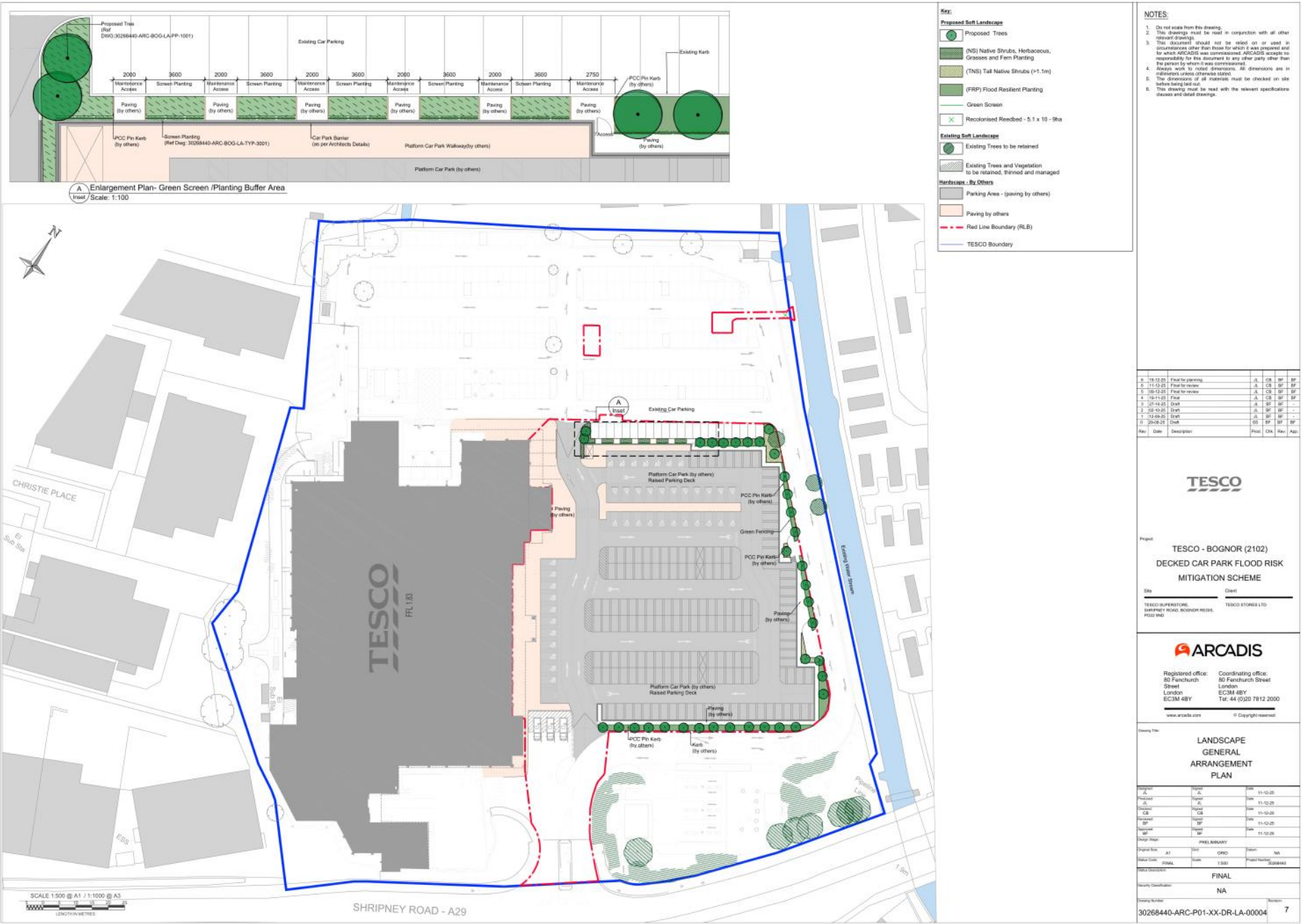
7. Landscape shielding and timber access gates

The landscape proposals have been developed in accordance with the core design principles detailed in the preceding sections. The scheme provides robust visual screening while maintaining sufficient clearance for essential maintenance access around the deck perimeter. Furthermore, the planting palette specifically utilises flood-resilient species to ensure long-term viability and environmental compatibility.

Planting Proposals

The planting proposals have been specifically designed to respond to the natural environment, the existing green infrastructure, biodiversity and ecology currently represented on site. The existing vegetation, habitats and trees have been surveyed as part of the Ecology and Arboricultural studies for this project.

The existing vegetation has been retained where possible to support the BNG baseline and buffer treatments of the proposed platform. However, to construct the platform, existing trees within the site area have had to be removed. With consultation with project ecologists and arboriculturists, the number of replacement trees have been agreed as well as the agreement that the proposals meet BNG requirements.



Landscape general arrangement plan. NTS

4.0 DESIGN

4.4 LANDSCAPE DESIGN

Proposed planting can be categorised into the following:

Trees

Trees are to be planted on all platform edges as part of the screening objective for the project. Proposed tree species include a mix of Fastigate Hornbeam (*Carpinus betulus* 'Fastigiata'), Italian Alder (*Alnus cordata*) and Rowan (*Sorbus aucuparia* 'Fastigiata'), and are located within areas of shrub planting or bioretention areas. They have been specified in consideration of their height and shape at maturity and their ability to thrive in potentially very wet conditions.

Green Screens

Green screens are to be planting on all sides of the proposed platform. This component of the proposals comprises premium galvanised steel fencing, at a height of 1800mm, width 1200mm. A mix of climbing species are proposed to provide an additional landscape buffer and visual interest. Species include Common Ivy (*Hedera helix*), Firethorn (*Pyracantha*) and Darts Blanket (*Eunymus fortunai*) which are specified for their robust screening ability at all times of year (being evergreen species).

Flood Resilient Planting

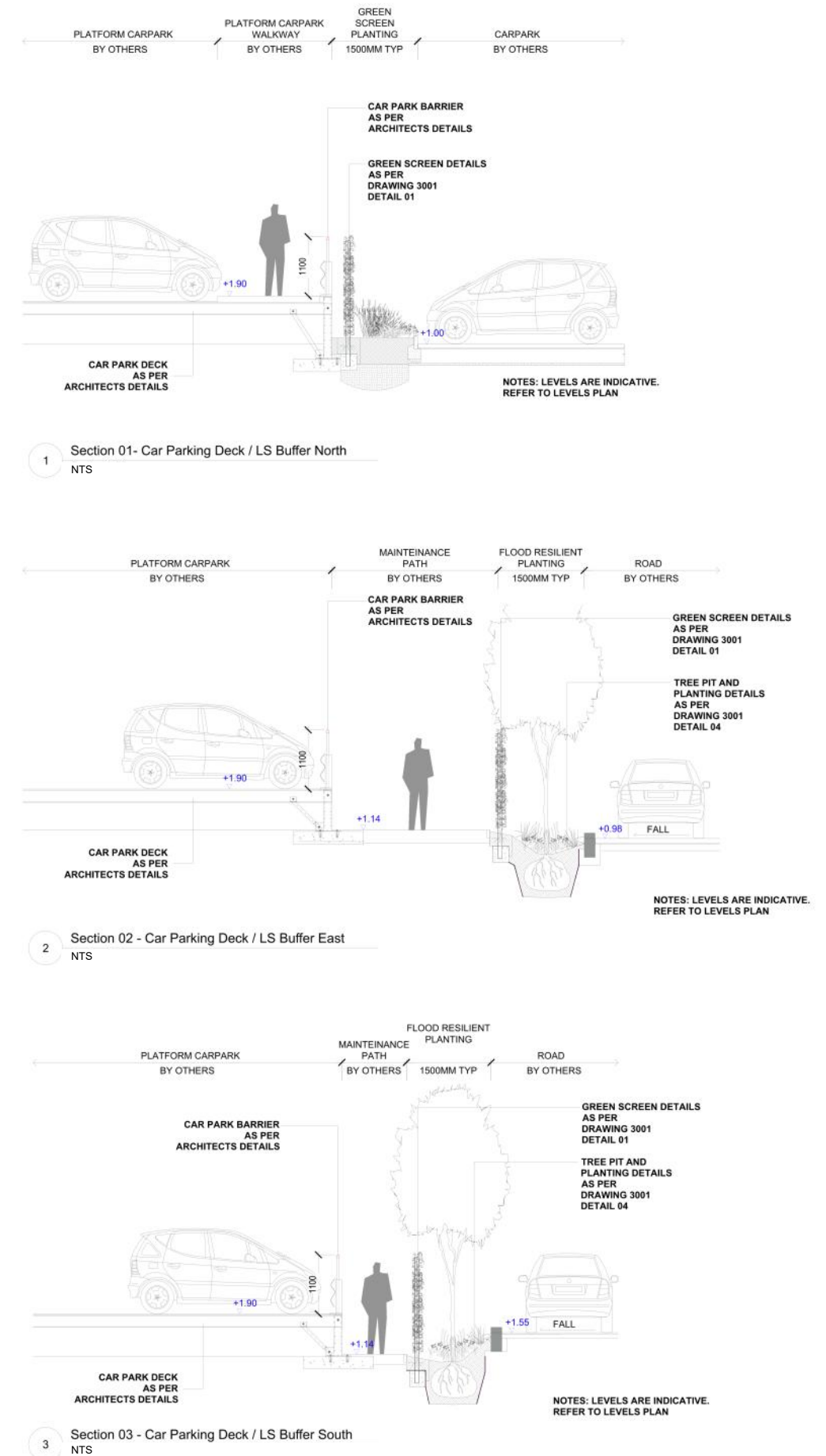
Flood resilient planting areas are located on all 3 sides of the platform. Species have been specified to be ecologically

rich and robust to withstand wet conditions and range from grasses to herbaceous perennial species to provide ecological variety. Species include but are not limited to: Purple Moor Grass (*Molinia caerulea*), Creeping Willow (*Salix repens*), Tufted Sedge (*Carex elata*) and Meadowsweet (*Filipendula ulmaria*).

Native Shrubs

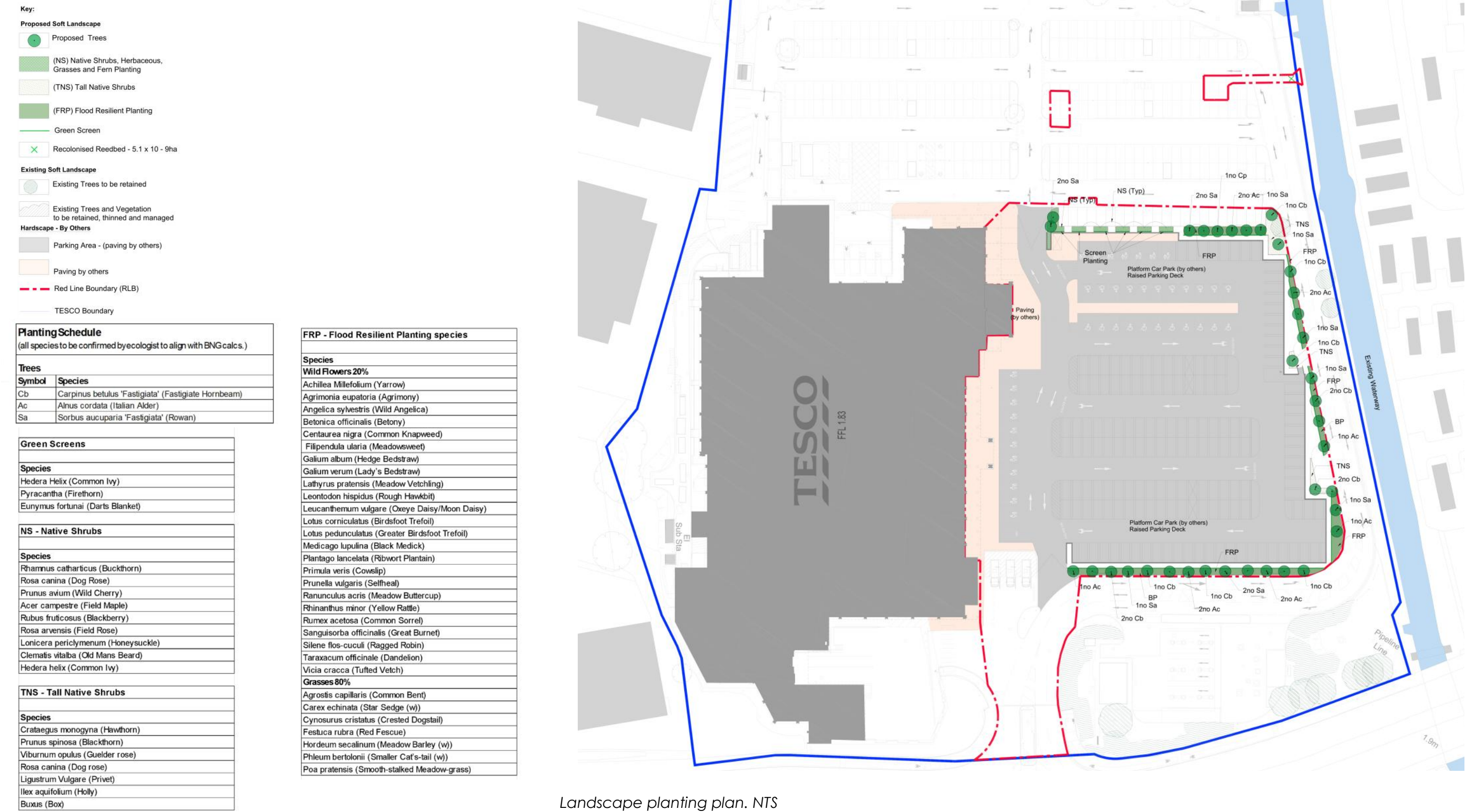
Native shrubs have been proposed at the north-western platform façade to supplement and create a buffer between green screen and existing parking places. As mentioned, these species form part of the proposals for maintenance access under the platform. The planting specified are all native species, and include but are not limited to: Buckthorn (*Rhamnus catharticus*), Dog Rose (*Rosa canina*), Honeysuckle (*Lonicera periclymenum*) and Wild Cherry (*Prunus avium*).

Tall native shrubs are specified for areas in which additional screening would be helpful and are located to fill gaps along the north-eastern façade facing the caravan park. These species are also native but should be maintained at a taller height. Species include: Hawthorn (*Crataegus monogyna*), Guelder Rose (*Viburnum opulus*), Privet (*Ligustrum vulgare*) and Box (*Buxus*).



4.0 DESIGN

4.4 LANDSCAPE DESIGN



4.0 DESIGN

4.5 ACCESSIBILITY

Access to the decked car park and its relationship with the rest of the site and store has been carefully considered to provide inclusion for all and in consideration of:

- Supplementary planning guidance 'Inclusive Design and Access for All
- Approved documents (incl. building regulations Part M)
- British standards where applicable

Vehicular and pedestrian accesses to the store site are as existing.

Access to the development has been carefully considered enabling all users' full enjoyment of the proposed site. This includes consideration of the needs of:

- The elderly;
- Those with less than perfect sensory perception;
- Those with less than perfect mobility and;
- Those who require further guidance when understanding the world around them.

The decked car park provision is made for 191 car parking spaces including 22 accessible spaces and 18 parents & toddler spaces, located near the store entrance. The remainder of the car park is as existing for an additional 273 spaces.

Standard parking spaces located on the new deck are 2.7m wide by 5m long with those dedicated to special needs having a 1.2m safe zone. The parking layout has been designed to assist users in following a simple search pattern to locate a free space, and has been designed to give good visibility levels for greater security and safer vehicle manoeuvring.

Gradients within the site are to be no steeper than 1 in 60. No gradient on a pedestrian route will be steeper than 1 in 21 and, where these occur, they will be over short distances only.

Access to the store entrance is readily available through the provision of shallow gradients and tactile paving where necessary.

The main food store entrance will be well sign posted (in line with the JMU sign guide) and recognisable through the forward projection of the lobby.

The pedestrian layout is simple, logical and legible with minimal kerbs. This enables visually impaired people to

memories the environment, and predict and interpret the layout when encountering it for the first time.

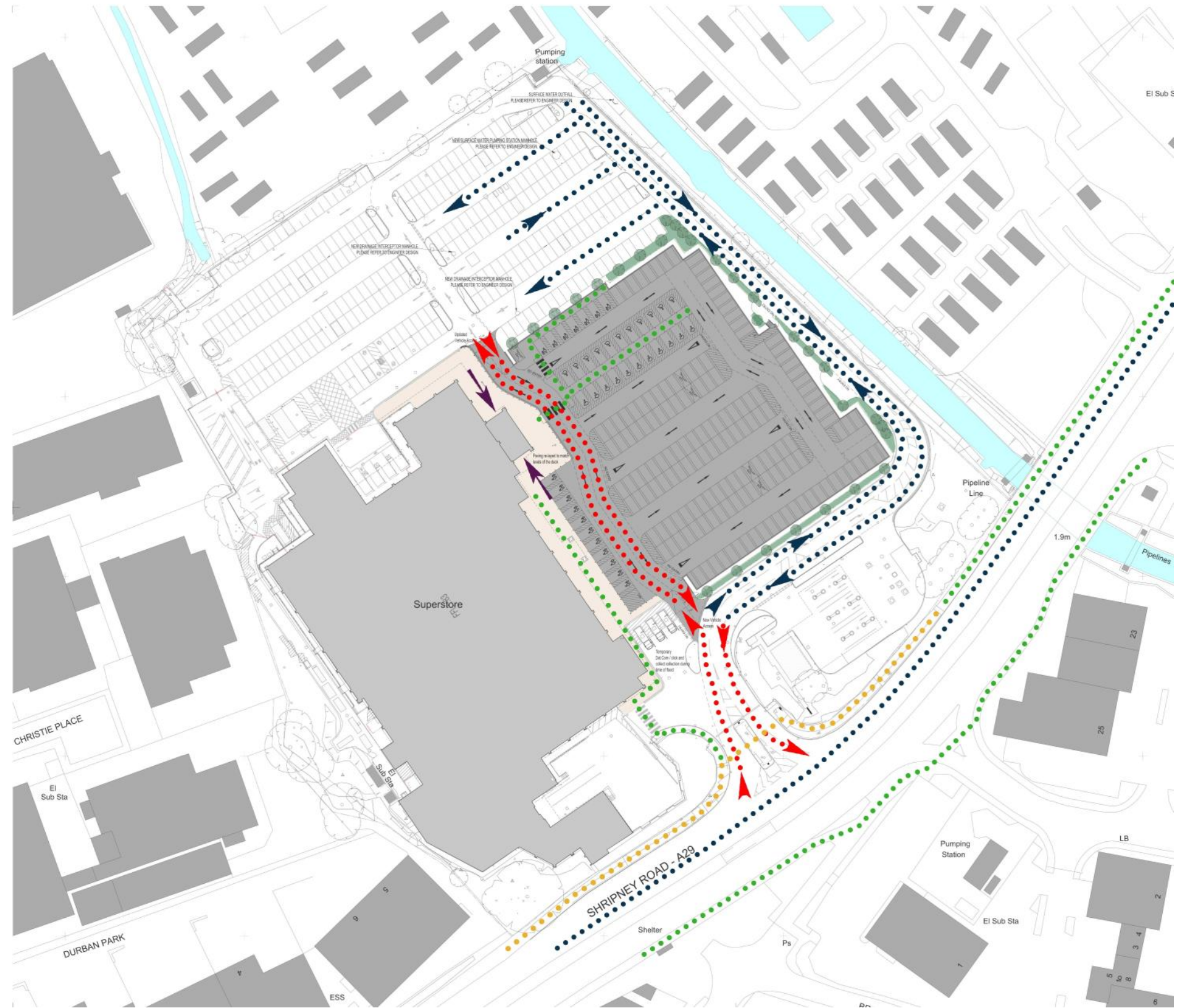
The overall intention is to create an environmentally friendly development with ease of use for all (including the disabled, parents and toddlers, the elderly and young people).

4.0 DESIGN

4.5 ACCESSIBILITY

Arriving by Vehicle / Foot

- Vehicle route (accessible at all times)
- Vehicle route (closed during flooding)
- Pedestrian route
- Pedestrian and cycle route
- ↗ Store entrance



Access plan. NTS

5.0

SUMMARY

5.1 SUMMARY

5.0 SUMMARY

5.1 SUMMARY

This statement has set out the key principles which have influenced the detailed design of the scheme. The proposals are practical, honest, sustainable and sensitive to the surrounding area and improves the appearance and function of the site.

The new decked car park will benefit the community keeping the store operational during future flood events and the perimeter edge treatments will soften the structure's visual impact providing effective screening, resulting in a more sympathetic and aesthetically pleasing interface with the surrounding public realm.

Use and Amount

The use of the site has been explained and justified based on the analysis of the site and surrounding areas. The amount of development proposed has been indicated and the density shown to be appropriate for the site and wider community.

Appearance and Scale

The appearance of the new raised car park deck has been explained and it has been demonstrated that the proposal relates to its surroundings.

It has also been evidenced that the scale has been influenced by the existing character of the local area.

Access

It has been demonstrated that the principles of inclusive design and access for all people have been considered from the outset and informed the development process.



View of the proposal as seen from the north western corner of the store car park. NTS