



DESIGN & ACCESS STATEMENT

Bairds Business Park
Grevatt's Ln,
Bognor Regis
BN17 5RE
Rev 2

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1.0 CONTEXT

The proposal is for a replacement industrial building at Bairds Business Park, Grevatt's Lane, Bognor Regis, BN17 5RE, southern edge of Climping village and bordered by mature trees.

The site is predominantly rectangular and lies just south of the A259 between Bognor Regis and Littlehampton. The previous building on site accommodated mixed B1/B8 uses on the upper floor and a waste transfer operation at ground level. The building was destroyed by a fire and has since been demolished.

Ground investigations confirm predominantly clay soils with poor infiltration potential, with groundwater encountered at approximately 3.5m below ground level. As a result, the drainage strategy is based on attenuation and controlled discharge rather than infiltration, in accordance with Arun District Council requirements and SuDS Standards.

The proposal comprises a replacement industrial unit positioned broadly on the former building footprint, with minor west and south adjustments to improve circulation. The development includes new internal access roads, 37 parking spaces, cycle storage, pedestrian routes, and a landscaped attenuation basin forming part of the wider SuDS strategy.

2.0 ACCESS

Access to the site is via the A259 main road where you take a turn into the business park. This existing access arrangement will remain unchanged and will continue to provide safe and convenient entry for all neighbouring users.

A new circulation route will be introduced around the building perimeter improving vehicle movement for deliveries, staff, and visitors.

Pedestrian access is enhanced through a dedicated footpath along the north side of the building, providing a safe link between parking areas and entrances. This pathway will connect around the building perimeter and will be protected from the new roadway with an Armco-style barrier. A cycle store located adjacent to the north elevation supports sustainable travel.

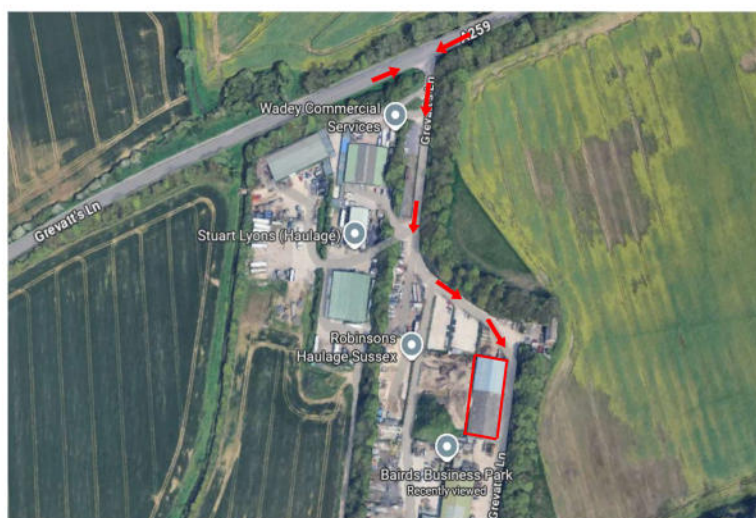


Figure 1.1 – Google maps extract identifying entrance (burnt down building is shown and highlighted on this extract)

3.0 LAYOUT OF PROPOSED DEVELOPMENT

The proposed layout introduces several minor but important adjustments to the previous site arrangement. The new building footprint will measure approximately 24m x 60m, similar to the former structure but slightly shorter in length and will be repositioned approximately 7.4 m to the west and 3.4 m to the south. The westward shift facilitates a wider and safer roadway along the existing access route, while the southward adjustment provides space for a new pedestrian pathway along the building's north side and perimeter.

A total of 37 parking spaces is proposed to meet operational requirements, including two accessible bays, with provision of 19 electric vehicle charging spaces. Parking is distributed around the building's perimeter for convenience and efficient access.

A new circulation roadway will loop around the building and tie into the existing site entrance, improving on-site movement for all vehicles. A secure cycle store accommodating up to ten bicycles will be positioned on the north elevation.

The layout incorporates an integrated surface water drainage strategy which has been developed in parallel with the site arrangement to reduce the visual and spatial impact of the proposed attenuation basin located toward the southern part of the site.

Surface water is initially attenuated below the parking area, where roof drainage is directed into a permeable paving sub-base. A flow control structure at SMH5 regulates discharge from this system into the wider drainage network. Flows are then conveyed via piped infrastructure (constructed using trenchless techniques where appropriate to minimise disturbance to any vegetation), connecting to SMH6 and onward to a landscaped attenuation basin. Final discharge is controlled at SMH9 prior to outfall into the Ryebank Rife. (See drainage strategy drawings)

4.0 SCALE / APPEARANCE OF THE PROPOSED DEVELOPMENT

The proposed building has been designed to reflect a scale appropriate for its industrial context. The replacement building will maintain a similar footprint and overall volume to the previous unit, preserving the low-rise industrial character that sits comfortably within the surrounding landscape ensuring visual consistency with neighbouring units within Bairds Business Park

The building reflects a typical industrial scale consistent with the surrounding business park. It measures approximately 60m in length, 24m in width, with an eaves height of 8m and ridge height of 10m.

Externally, the building will be finished in insulated juniper green plastisol-coated cladding to complement adjacent industrial units and the wider landscape setting. Roof lights are incorporated to maximise natural daylight and reduce energy demand.

The attenuation basin is designed as a naturalistic landscape feature. It has been designed as a shallow, landscape led feature with softened edges, integrated into surrounding levels and vegetation to reduce visual impact. Its scale has been reduced through the use of an additional attenuation tank below the parking area.

5.0 LANDSCAPING IN THE PROPOSED DEVELOPMENT

The proposed development boundary slightly overlaps with the existing portacabin units shown on the submitted drawings. These units are also owned by the client and it has been agreed to relocate them, to accommodate the new works.

The development also incorporates an integrated landscape and drainage strategy, with the attenuation basin forming a key landscape feature. The basin is designed with gentle grading to integrate into the surrounding woodland setting rather than appear as engineered infrastructure.

Biodiversity Net Gain assessments confirm a minimum 10% net gain will be achieved, with any shortfall addressed through appropriate off-site measures.

6.0 POLICY REQUIREMENTS

The proposal has been considered against the relevant design related policies of the Arun Local Plan 2011–2031, the NPPF 2024 and the National Design Guide.

Regarding the Arun Local Plan, the proposal has been considered against the following policies which include **Policy D SP1 – Design** and **Policy D DM1 – Aspects of Form and Design Quality**. The replacement industrial unit makes efficient use of the existing site by replacing the former fire-damaged building on a similar footprint. The scale, massing and low-rise industrial form remain consistent with the established character of Bairds Business Park, while the juniper green cladding helps the building sit comfortably within the surrounding landscape and mature tree boundary.

The proposal also responds to **Policy T SP1 – Transport and Development** and **Policy T DM1 – Sustainable Travel and Public Rights of Way**. Existing access from the A259 into Bairds Business Park is retained, while the revised site layout improves vehicle circulation, delivery access and pedestrian safety. The scheme also includes a dedicated pedestrian route, cycle storage and 37 parking spaces (including accessible parking and electric vehicle charging provision)

The proposal has also been considered against relevant environmental and drainage policies, including **Policy ENV DM4 – Protection of Trees**, **Policy ENV DM5 – Development and Biodiversity**, **Policy W DM2 – Flood Risk** and **Policy W DM3 – Sustainable Urban Drainage Systems**. The layout seeks to minimise impacts on existing trees and vegetation, with drainage works using trenchless techniques where appropriate. The surface water strategy uses attenuation and controlled discharge due to poor infiltration, with SuDS incorporated through below-ground attenuation, permeable paving and a landscaped attenuation basin. A minimum 10% Biodiversity Net Gain will also be achieved, with any shortfall addressed through appropriate off-site measures.

The proposal also accounts for **Policy QE DM1 – Noise Pollution** and **Policy QE DM3 – Air Pollution**, as the replacement building is located within an established business park and is not expected to result in unacceptable noise or air quality impacts. The provision of EV charging, cycle storage and improved pedestrian access also supports more sustainable movement within the site.

The proposal has also been considered against the wider relevant aims of the NPPF 2024, including economic development, sustainable transport, flood risk and drainage, the natural environment, and achieving well designed places. The replacement industrial building

supports the continued employment use of the site, improves site circulation and pedestrian access, integrates SuDS drainage and attenuation, and responds to the surrounding landscape and mature tree boundary.

The proposal has also been considered against the relevant characteristics of the National Design Guide, including Context, Identity, Built Form, Movement, Nature, Resources and Lifespan. The replacement building responds to the existing business park setting, mature tree boundary and former building footprint. Its scale, form and juniper green cladding are appropriate to the established industrial character of the site. The layout improves movement through safer vehicle circulation, dedicated pedestrian access, cycle storage, parking and EV charging provision. The landscape and drainage strategy supports Nature and Resources through the Biodiversity Net Gain provision, SuDS attenuation and a landscaped basin. Overall, the proposal provides a functional and durable replacement industrial building that supports the long term use of the site.

7.0 SUMMARY

The proposal is for a replacement industrial unit at Bairds Business Park, Bognor Regis, replacing a former mixed-use building that was destroyed by fire. The structure will be positioned in a similar location but shifted slightly west and south to enable safer vehicle circulation, a new roadway, and a new pedestrian footpath. Access to the site will remain via the existing entrance from the A259, with improvements to internal movement routes for vehicles, pedestrians and cyclists.

The development incorporates an integrated surface water drainage and SuDS strategy, including permeable paving within the parking area and a landscaped attenuation basin, designed to work alongside the site layout and reduce surface water runoff rates.

The building will measure approximately 60m x 24m with an 8m eaves height and 10m ridge height, reflecting the scale and appearance of surrounding industrial units. It will be finished in juniper green cladding to blend with neighbouring buildings and the natural landscape. The layout includes 37 parking spaces, accessible bays, a cycle store and a new circulation road around the building.

The development has been considered against the relevant design aims of the Arun Local Plan 2011–2031, the NPPF 2024 and the National Design Guide. Overall, the proposal is considered to provide a proportionate, functional and sustainable replacement industrial building that responds positively to its site context, supports continued employment use, and accords with relevant design policy considerations.



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