Enterprise Bognor Regis

Draft Local Development Order

Statutory consultation July 2015
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Foreword to Statutory Consultation

This is Arun District Council’s ‘draft’ of the proposed Enterprise Bognor Regis Local Development Order. Consultation is a statutory requirement in accordance with the Town and Country Planning Act, Part 3 and the Town and Country Planning (Development Management Procedure (England) Order 2015, Part 8.

Consultees are invited to comment on the statement of reasons for preparing the order and the content of the draft LDO.

Subject to the outcome of this consultation on this draft LDO, the Council will consider whether to resolve to confirm it and use it for development management purposes.
1. Introduction and purpose of this document

1.1 Arun District Council (ADC) (the Local Planning Authority) is adopting a Local Development Order (LDO) for several sites within “Enterprise Bognor Regis”, referred to in this document as the Enterprise Bognor Regis LDO.

1.2 The Enterprise Bognor Regis LDO has been prepared by Arun District Council in accordance with the Town and Country Planning Act, Part 3 and the Town and Country Planning (Development Management Procedure) (England) Order 2015, Part 8. Preparation of the order has included informal and statutory consultation in accordance with the legislation and best practice.

1.3 Local Development Orders (LDOs) were introduced with the Planning and Compulsory Purchase Act 2004 and allow local planning authorities to remove the need for planning permission for certain specified forms of development. The Planning Act 2008 removes the requirement that LDOs must implement policies set out in adopted local development documents. The role and process of an LDO in extending permitted development rights in a Local Planning Authority area is set out in the Planning Practice Guidance (March 2014)\(^1\).

1.4 LDOs are recognised in the National Planning Policy Framework (NPPF) as a means of relaxing planning controls in appropriate areas, to promote economic, social or environmental gains, such as boosting enterprise (paragraph 199).

1.5 Article 38 of the Town and Country Planning (Development Management Procedure) (England) Order (DMPO) 2015 paragraph 1 outlines that if a local planning authority proposes to make a LDO they shall first prepare:

(a) A draft of the Order; and
(b) A statement of their reasons for making the order.

1.6 Article 38 paragraph(2) of the DMPO states that the statement of reasons shall contain:

(a) A description of the development which the order would permit; and
(b) A plan or statement identifying the land to which the order would relate.

1.7 This document contains the statement of reasons for making the LDO and the LDO. A map identifying the area of land to which the Order relates (the LDO area) is included in Appendix A.

1.8 The LDO will be implemented for a period of 15 years from the date of adoption, but will be reviewed before this date to determine whether an extension to the timescale should be considered, whether the terms should revised, or whether it should be allowed to lapse.

\(^1\) Reference 13-075-20140306 (March 2014)
2. Statement of Reasons

2.1 A local development order (LDO) has been prepared by Arun District Council (ADC) to promote the strategic development opportunity on land adjacent to the A29, at Bognor Regis.

2.2 The LDO area is identified in Appendix A. The 22.9 hectare site includes three separate land parcels:

- Salt Box (Site 1)
- Rowan Park (Site 2) and
- Oldlands Farm (Site 3).

2.3 The Council wishes to bring forward and facilitate early development of these sites through the LDO, which removes the need for planning permission for new business-related development within the sites.

2.4 The objective if the LDO is to foster economic growth and provide the opportunity for the development of preferred employment uses to benefit from an accelerated and simplified planning process, created by the LDO, and an attendant reduction in planning fees.

2.5 The Arun Local Plan (Publication Version) (2011 – 2031) contains the emerging spatial strategy and strategic land use policy framework for the District. To enable the delivery of the Local Plan’s policies and proposals a programme of infrastructure investment has been identified. An important feature, to enable Enterprise Bognor Regis to be developed, is significant investment in the local transport network. The Local Plan is a material consideration in the determination of development proposals. It was subject to “Regulation 19/20” consultation from October to December 2014. It has been submitted to Government. The Arun Local Plan will be subject to an Examination in Public in 2015. The “saved policies” of the Arun Local Plan (2003) will apply until the Arun Local Plan (Publication Version) (2011 – 2031) is adopted.

2.6 ADC has determined that economic growth for job creation is its number one priority. A strategic objective is to deliver more jobs to balance the growth in housing, promoting the opportunity for people to live and work in the district. The Arun Local Plan (2011 – 2031) (Publication Version) Vision and Objectives (Chapter 4) states that the objective for enterprise and employment is to:

‘Strengthen Arun’s economic base and provide local job opportunities by increasing, diversifying and improving the quality of employment within the district through the provision of appropriate employment sites, quality affordable accommodation and the development of business support and partnerships’

2.7 The Arun Local Plan Validation Study: Economy and Enterprise (2014) together with the Arun Employment and Economic Land Assessment (2010) provide an overview of both existing and proposed employment land allocations to deliver the Council’s economic development strategy and informs the Local Plan policies, notably in Chapter 8: Employment and Enterprise.
2.8 Policy EMP SP1: Employment Land Provision sets out the over-arching policy framework to “promote the sustainable growth of the District’s economy by supporting the provision of flexible supply of land to the meet the varying needs of different economic sectors”. This policy framework includes: “the provision of new high quality employment sites: strategic employment land allocations in Bognor Regis, Littlehampton and Angmering”.

2.9 Policy EMP SP2 identifies a series of Strategic Land Allocations, which includes the land at Enterprise Bognor Regis, designed to serve and promote the economic development of the Coastal West Sussex sub-region.

2.10 Policy EMP DM2 (Enterprise Bognor Regis) of the Arun District Plan (Publication Version) (2011 – 2031) sets out the approach to the delivery of a mix of B1, B2 and B8 uses on four parcels of land: Salt Box, Rowan Park, Oldlands Farm, and Former LEC airfield and adjoining land. The supporting text to Policy EMP DM2 sets out an indicative timescale, phasing, scale of development and land use for each land parcel:

<table>
<thead>
<tr>
<th>Phase</th>
<th>Indicative Timescale</th>
<th>Site(s)</th>
</tr>
</thead>
</table>
| 1     | 2014 – 2019          | Oldlands Farm (Phase 1)  
Salt Box (Phase 2) |
| 2     | 2019 – 2024          | Oldlands Farm (Phase 2)  
Salt Box (Phase 2)  
LEC Airfield |
| 3     | 2024 onwards         | Rowan Caravan Park  
Land North West of LEC Airfield |

<table>
<thead>
<tr>
<th>Site</th>
<th>Site size (hectares)</th>
<th>GFA Sqm*</th>
<th>Indicative Use Class</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Salt Box</td>
<td>11.8</td>
<td>20,000 to 25,000</td>
<td>B1/B2</td>
</tr>
<tr>
<td>2. Rowan Park</td>
<td>3.3</td>
<td>8,000 to 9,000</td>
<td>B1/B2</td>
</tr>
<tr>
<td>3. Oldlands Farm</td>
<td>23.8</td>
<td>55,000 to 65,000</td>
<td>B1/B2/B8</td>
</tr>
<tr>
<td>4. Former LEC Airfield and adjoining land</td>
<td>30.5</td>
<td>9,000 to 9,500</td>
<td>B1</td>
</tr>
</tbody>
</table>

* GFA: Gross Floorspace Area in Square Metres

2.11 In 2011, land including the LDO area was promoted for Enterprise Zone (EZ) status by the Coast to Capital Local Enterprise Partnership (LEP) under the branding “Enterprise @ Bognor Regis”. Although the site was not successful in securing EZ status on that occasion, the process confirmed the commitment of the LEP to bring this site forward to help meet its priority of delivering economic growth and development in the
coastal area. The importance and status of Enterprise Bognor Regis as a strategic location for the sub-region is underlined in the LEP's Strategic Economic Plan (2014). Arun District Council, with the support of the Coast to Capital LEP, submitted a revised application for EZ status in February 2015. No decision on this application has yet been made by Government.

2.12 The Coastal West Sussex and Greater Brighton Strategic Planning Board is one of the LEP sub-region’s local area partnerships focusing on strategic issues. The Partnership’s vision is for a strengthened coastal economy that delivers an ‘exceptional’ experience for residents, business and visitors. The importance and status of Enterprise Bognor Regis as a strategic location for the sub-region is underlined in the Partnership’s Local Strategic Statement (2013).

Overview of the site opportunities and constraints

2.13 The LDO area (identified in Plan 1, Appendix A) forms part of the land identified in the Local Plan Policies EMP SP2 and EMP DM2. The LDO area consists of three separate land parcels: Oldlands Farm (east of the A29), Salt Box and Rowan Park, west of the A29. Oldlands Farm includes part of the LDO area, a site under development for “Rolls Royce” (Planning Reference: BE/73/14/PL) and land in the north east of the site, that is identified as at risk of fluvial flooding (Zone 3b). Salt Box is an undeveloped site currently in agricultural use. Rowan Park is operated as a caravan park by the Camping & Caravan Club of Great Britain under a lease from Arun District Council.

2.14 Site 4 (Former LEC Airfield and adjoining land) is not included in the LDO area due to unresolved issues. These include a range of environmental constraints (flooding/habitat/landscape/contaminated land/protection of fauna and flora) and site access. On the key issue of highway access to the former LEC airfield and adjoining land the Council is working with both public and private sector interests to secure funding.

2.15 The potential to develop the parcel of land in Oldlands Farm (at flood risk), the former LEC airfield and adjoining land east of the main railway is subject to several constraints being overcome. This is recognised in the Local Plan Policy EMP DM2. The LDO does not prevent these parcels of land coming forward for development through the submission of proposals for planning permission. Should the landowners and developers with an interest in these parcels of land be able to provide the relevant evidence and demonstrate how the constraints can be mitigated or managed then there is potential, at some future date, to consider introducing a second LDO for these remaining land parcels within the Enterprise Bognor Regis allocation.

2.16 Principal access to the LDO area is from the roundabout that is the junction of the A29 and the Bognor Regis Northern Relief Road (BRNRR), and Rowan Way (to Rowan Park only).

2.17 The area is at risk of flooding, therefore development will need to contribute to the identified flood mitigation strategy. Land to the north of the Bognor Regis Northern Relief Road, outside the LDO area, is currently subject to the creation of a flood compensation area to deal with the “Rolls Royce” site and future development at Oldlands Farm (Planning References: BE/73/14/PL & BE/61/13)

2.18 There are also ecological constraints, landscape impact and other technical
issues that have been considered in preparing the LDO. Development buffer zones are identified to protect the amenity and setting of the village of Shripney (to the north of the LDO area) and in areas of greater biodiversity interest. Site constraints have been investigated in preparing the LDO, to enable, where possible and appropriate, development to proceed without the requirement for further site investigations, thereby removing barriers to growth. A list of the supporting information is provided in F. However, development will still be subject to planning conditions, where necessary, as shown in appendix B.

**Permitted development**

2.19 The focus of the Enterprise Bognor Regis LDO is on employment uses to help deliver the strategic objectives of the Arun Local Plan and the C2C LEP Strategic Economic Plan. Permitted uses include office, light industry and research and development (Use Class B1), general industry (Use Class B2) and storage and distribution uses (Use Class B8).

2.20 An element of complementary use is permitted to support the principal employment uses and create and sustain an attractive location for business. The scale of these complementary uses is restricted so as not to impair the Arun Local Plan objectives to maintain the role of, and regenerate, Bognor Regis Town Centre.

2.21 A series of development parameters and permitted uses are included in the LDO (Tables 1 to 5). Development proposals will be able to proceed without a planning application, subject to compliance with, and discharge of, the relevant planning conditions listed in the Order, where they are in accordance with the development parameters.

**Phasing**

2.22 The LDO is phased over a period of 15 years in accordance with the Arun Local Plan (2011 – 2031) (Publication Version) Policy EMP DM2 (paras 8.7.7 to 8.7.9) (Table 8.2: Indicative phasing of sites) to allow the site to come forward in stages over the plan period.
3. Enterprise Bognor Regis Local Development Order

LDO Area

3.1 The Enterprise Bognor Regis Local Development Order (the LDO) permits development only within the boundary identified on the LDO area plan (Plan 1, Appendix A).

Development parameters

3.2 Only development proposals that comply with the relevant parameters are permitted under the terms of the Enterprise Bognor Regis Local Development Order (the LDO). Proposals which are not in accordance with the defined parameters will be subject to normal planning controls and will require the appropriate planning application to be submitted to the local planning authority.

3.3 The LDO area is zoned. Zoning is used to control where different land uses will be permitted and excluded, and to enable specific development parameters to be applied to specific areas of the LDO area according to the spatial context. Zone W includes Salt Box and Rowan Park. Zone E includes that part of Oldlands Farm within the LDO area. A detailed zoning plan, Plan 2, is provided in appendix A.

3.4 Tables 1-3, below, set out which development parameters apply to each zone and sub-zone of the LDO area. Reference must be made to the LDO parameters plans (appendix A). There are five LDO parameter plans:

1. LDO Area Plan (Plan 1)
2. Zoning Plan (Plan 2)
3. Land Use Plan (Plan 3)
4. Building Heights Plan (Plan 4)
5. Phasing Plan (Plan 5).

<table>
<thead>
<tr>
<th>Development parameter</th>
<th>Exceptions</th>
<th>Reasons</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. LDO area</td>
<td>Development is only permitted within the LDO boundary as defined on Plan 1 - LDO Area Plan (appendix A), and where it is in accordance with the development parameters.</td>
<td>None.</td>
</tr>
<tr>
<td>2. Maximum</td>
<td>57,202sq m (gross)</td>
<td>None.</td>
</tr>
<tr>
<td>Development parameter</td>
<td>Exceptions</td>
<td>Reasons</td>
</tr>
<tr>
<td>------------------------</td>
<td>------------</td>
<td>---------</td>
</tr>
<tr>
<td>floorspace</td>
<td></td>
<td>floorspace is in accordance with the Arun Local Plan 2011 to 2031 (Publication Version) and has been subject EIA screening.</td>
</tr>
</tbody>
</table>

3. Primary road dimensions and design within the LDO area

- Primary road carriageways must be a minimum of 7.3 metres wide.
- Must be designed to allow waste collection and emergency vehicles to access and maneuver safely.

- None.
- To ensure satisfactory highway access.

4. Secondary road dimensions and design within the LDO area

- Secondary road carriageways must be a minimum of 6.0 metres wide.
- Must be designed to allow waste collection and emergency vehicles to access and maneuver safely.

- None.
- To ensure satisfactory highway access.

5. Building scale

- Buildings heights (excluding plant) must not exceed the stated height as shown on Plan 4 - Building Heights Plan (appendix A).

- None.
- To minimize visual and amenity impact and respect the landscape setting.

6. Surface water attenuation zone(s)

- Development is excluded from this area other than in respect of earthworks for water attenuation.

- Other development is permitted in this zone if suitable alternative attenuation areas are provided that do not preclude development

- To minimize the risk of flooding both on and off-site.
### Development parameter

<table>
<thead>
<tr>
<th>Development parameter</th>
<th>Exceptions</th>
<th>Reasons</th>
</tr>
</thead>
<tbody>
<tr>
<td>DP1. Primary vehicle access</td>
<td>Vehicle access to Salt Box is only permitted from the A29 as identified on the LDO parameters plan. Vehicle access to Rowan Way is only permitted from the existing Rowan Way vehicle access.</td>
<td>Additional secondary accesses (non-vehicle only) will only be permitted subject to prior approval, by means of the pre-development notification form, of the location and design of the access.</td>
</tr>
<tr>
<td>DP2. Maximum developable area (including all infrastructure other than landscaping and water attenuation)</td>
<td>A maximum of 9.3 hectares of development land is permitted within this area.</td>
<td>None.</td>
</tr>
<tr>
<td>DP3. Maximum floorspace</td>
<td>34,276 sq m (gross) (including complementary uses).</td>
<td>None.</td>
</tr>
<tr>
<td>DP4 Shripney Village buffer zone (Zone W3)</td>
<td>Development is not permitted within this area as defined on Plan 2 - LDO Zoning Plan (Appendix A).</td>
<td><strong>• Earthworks associated with landscaping</strong>  <strong>• Minor development associated with</strong></td>
</tr>
</tbody>
</table>
| DP5 Local Nature Reserve buffer zone (Zone W4) | Development, other than earthworks associated with landscaping, is not permitted within this area as defined on Plan 2 - LDO Zoning Plan (Appendix A). | • Earthworks associated with landscaping  
• Minor development associated with pedestrian and cycle access. | To protect the setting of the Bersted Brooks Local Nature Reserve. |
| DP6. Rowan Park Caravan Park | Development of Rowan Park is only permitted following comprehensive relocation or closure of the existing caravan park. For this reason development of this area is reserved until Phase 3 (Table 6). | None. | To encourage the continuation of the existing caravan park business in an alternative location. Although owned by Arun District Council, the site is leased to the Camping & Caravan Club of Great Britain |
## Table 3 Zone E: Enterprise Bognor Regis East (Oldlands Farm) – Development parameters

<table>
<thead>
<tr>
<th>Development parameter</th>
<th>Exceptions</th>
<th>Reasons</th>
</tr>
</thead>
<tbody>
<tr>
<td>DP7 Primary vehicle access</td>
<td>Vehicle access is only permitted from the A29 as identified on the LDO parameters plan. Secondary (non-vehicle) accesses will be permitted in the locations identified in Plans 2 and 3.</td>
<td>None.</td>
</tr>
<tr>
<td>DP8. Maximum developable area (including all infrastructure other than landscaping and water attenuation)</td>
<td>A maximum of 6.4 hectares is permitted within this area.</td>
<td>None.</td>
</tr>
<tr>
<td>DP9 Maximum floorspace</td>
<td>22,926 sq m (gross) (including complementary uses).</td>
<td>None.</td>
</tr>
<tr>
<td>DP10 Ecology buffer zone (Zone E3)</td>
<td>Development is not permitted in this area as defined on Plan 2 – Zoning Plan.</td>
<td>None.</td>
</tr>
</tbody>
</table>
**Permitted Use Classes**

3.5 The following section sets out the classes of development and planning Use Classes from the Use Classes Order 1987 (as amended) permitted under the LDO. For the purpose of this LDO, permitted Use Classes are divided into ‘principal uses’ and ‘complementary uses’.

3.6 ‘Principal uses’ are defined as traditional employment generating uses: Classes B1 (a, b and c), B2 and B8.

3.7 ‘Complementary uses’ are defined as uses that directly relate to and serve the Enterprise Bognor Regis area and its primary objective to provide employment and business opportunities.

3.8 Uses that would not directly serve the stated purposes of the Enterprise Bognor Regis area are not permitted under the provisions of the LDO.

3.9 Complementary uses are strictly limited by the LDO to ensure that such uses do not compete with Bognor Regis town centre. Complementary uses must not exceed 5% of each respective Zone’s maximum floor area.

3.10 Trade counters are permitted where they are strictly ancillary to the main use class and not more than 10% of the building’s gross internal floorspace.

3.11 Appropriate locations for complementary uses within the LDO area are identified on the Land Use Plan (Plan 3, appendix A). It is not anticipated that these locations will be developed entirely for complementary uses but serve as broad locations where such uses are permitted.

**Principal uses**

3.12 Table 4 sets out the permitted land uses and should be read in conjunction with the Land Use Plan (Plan 3, appendix A). In total, the LDO permits 57,202 square metres of development (general development parameter 2). Of this total permitted floorspace, a maximum of 34,276 square metres is permitted in Use Class B1 and 22,926 square metres in Use Class B2/B8. Together with the planning permission at Oldlands Farm (application BE/73/14/PL) this equates to the indicative floorspace allocation in the Arun Local Plan (Publication Version). (2011 – 2031) (Policy EMP DM2: Table 8.2)

<table>
<thead>
<tr>
<th>Permitted Use class Specific limitations</th>
<th>Specific use exclusions</th>
<th>Zoning</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>B1 Business</strong> (office, research &amp; development and light industry)</td>
<td>Zone W: Maximum of 20,800 sq m.</td>
<td>Special Industrial uses B3, B4, B5, B6 and B7 waste and recycling processing</td>
</tr>
<tr>
<td>Zone E: A maximum of 13,186 sq m</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Complementary Uses

3.13 The following table sets out additional permitted Use Classes that are deemed to complement the principal business uses. Complementary uses must not exceed 5% of the total floorspace permitted for each zone (refer to Table 4).

#### Table 5 Complementary uses

<table>
<thead>
<tr>
<th>Permitted Use class</th>
<th>Specific limitations</th>
<th>Specific exclusions</th>
</tr>
</thead>
</table>
| Class A (Retail and services) | Maximum of 150 sq m per unit. | Class A4 Drinking establishments
| Class D2 Assembly and leisure | Maximum of 150 sq m per unit. | None.

### Phasing

3.14 The LDO is phased based upon supporting text to Policy EMP DM2 of the Arun Local Plan (Publication Version) (2011 – 2031) to allow the site to come forward in stages (Policy EMP DM2: Table 8.1). Phasing periods have been adjusted however to reflect the date that the LDO was adopted. Table 6 sets out the phasing of floorspace (in square metres) by land use permitted by this Order. Please refer to the Phasing Plan (Plan 5, appendix A).
### Table 6: Phasing

<table>
<thead>
<tr>
<th></th>
<th>Phase 1: 2015 to 2019</th>
<th>Phase 2: 2020 to 2024</th>
<th>Phase 3: 2025 to 2029</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>B1</td>
<td>B2/B8</td>
<td>Total</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
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<td></td>
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</tr>
</tbody>
</table>

### General Permitted Development Order

3.15 The LDO does not alter, restrict or vary in any way, permitted development rights under the Town and Country Planning (General Permitted Development) Order 2015 or any successor in legislation or order.

### Infrastructure and services

3.16 The LDO grants planning permission for the following infrastructure and services development associated with the delivery of the permitted development where it is compliance with the Design Guide (appendix C) and relevant planning conditions (appendix B):

- a) Street lighting;
- b) Ancillary waste and recycling storage;
- c) Small-scale micro renewable energy development, where it directly supplies energy to EBR buildings;
- d) Covered cycle stores, where they are required to meet the local planning authority’s adopted Parking Standards;
- e) Installation of Plant;
- f) The installation, alteration or replacement of solar PV or solar thermal equipment on a building.

### Site investigation

3.17 Development is permitted for:

- Works for the purpose of investigating ground conditions, including the provision on land of buildings, moveable structures, works, plant and machinery required
temporarily in connection with and for the duration of such works.

**Electronic communications**

3.18 Development is permitted for the purposes of providing electronic communications consisting of the installation, alteration or replacement of any electronic communications apparatus and development ancillary to equipment housing subject to the following conditions:

a) Telecommunication masts are permitted up to a maximum height of 20m above ground level; masts exceeding this height will require planning permission;

b) No part of the development would cause obstruction to the public highway, or obscure the sight lines of any road junction or access/egress to the highway.

**Planning conditions and informatives**

3.19 Development permitted by the LDO is subject to the planning conditions set out in appendix B. A number of informatives are also provided.

3.20 Where details are required by condition an application for approval of details reserved by condition must be made to the local planning authority. Not all planning conditions will be relevant to every development proposal. The applicant is expected to ensure that all relevant conditions are complied with and where required provide sufficient information to enable the local authority to approve the details reserved by condition. Early consultation with the local planning authority is recommended to confirm which conditions will apply to the development.

3.21 The local planning authority will endeavour to determine applications for the approval of the details reserved by condition within 21 days of receipt (in accordance with government guidance)\(^2\).

**Compliance with the LDO Design Guide**

3.22 All developments proposed under the provisions of the LDO must demonstrate compliance with the Design Guide (appendix C). This will ensure that a cohesive and integrated development is achieved which will be important for the success and viability of the site.

3.23 A Regulating Plan is included in the Design Guide to identify the Council’s aspirations for the design of the LDO area, including in terms of opportunities for landmark buildings, landscaping and internal tertiary access arrangements.

**Compliance with other legislation**

3.24 The LDO permits development that complies with the development parameters

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\(^2\) National Planning Policy Guidance: Paragraph 34
and uses set out in the LDO. The LDO does not remove the need for compliance with all other relevant legislation, for example, environmental permits, Building Regulations, hazardous substances consent, electronic communications licences and the Town and Country (Control of Advertisements) Regulations 2007. Please refer to the informatives in appendix B.

**Land contamination**

3.25 The planning conditions attached to this LDO include the investigation for, and where necessary, remediation of land contamination. Investigation of land contamination requires a staged approach. The first stage, a desk based study and site walkover, has been completed for the LDO area. Developers should refer to this study to identify if further stages of investigation will be necessary. Please also refer to the LDO informatives for further guidance.

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3 Environmental Preliminary Risk Assessment: Land at Bognor Regis (WSP) (September 2013)
4. Pre-development notification

4.1 Developers are strongly advised to seek the Council’s confirmation that proposals are in accordance with the LDO. An administrative process, using a pre-development notification form, is available. A fee of £200.00 will be charged by the Council to carry out this assessment with a response within 28 days of a valid form being received and acknowledged.

4.2 The pre-development notification process requires the completion of the Pre-development notification form (appendix D) and submission of the information (listed on the form).

4.3 The local planning authority will confirm in writing or by email within 28 working days of receipt of the pre-development notification information whether:

   a. The proposed development is permitted by the LDO
   b. The proposed development is not permitted by the LDO as it fails to comply with one or more the development parameters, and therefore must be determined by a separate planning application
   c. Insufficient information has been provided to determine compliance, with an explanation of what information is missing.

4.4 Development undertaken that is not in full compliance with the LDO, design guidance and relevant planning conditions will be subject to enforcement action by the local authority.

Development commencement notice

4.5 Formal notice of the commencement of development permitted by this LDO, and approved in writing by the local planning authority, must be made using the form in appendix E.

Environmental Impact Assessment

4.6 The EBR LDO has been subject to screening for environmental impact assessment in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended 2015).

4.7 The Order does not permit any Schedule 1 development.

4.8 Development permitted by this LDO is considered not to constitute EIA development. Development proposed in the LDO area but not in compliance with the permitted development, and therefore requiring a planning application, will be subject to EIA screening in accordance with the regulations.
5. **Duration, monitoring and review**

5.1 The Enterprise Bognor Regis Local Development Order was adopted by Arun District Council on [XX XXX 2015]. The provisions of the Order will last for a period of 15 years from the date of adoption.

5.2 The Council reserves the right to review, revoke or amend the Order at any time under the provisions of Section 61A [6] of the Town and Country Planning Act 1990.

5.3 Reviews of the LDO are programmed for 2019 and 2024, in line with the phasing indicated in the Arun District Local Plan 2011 to 2031.

5.4 Development permitted by the LDO that has started (as defined by Section 56 of the Town and Country Planning Act 1990) will be permitted to continue. Following review of the LDO, a period of at least six months will be given before any amendments or revocation of all or part of the LDO come into effect.

5.5 To assist the local planning authority in monitoring the success of the LDO, information will be collected from developers through the pre-development notification process, where this option is used, or through the development commencement notice process, which is a mandatory requirement of the order. The information may be used to inform the local authority’s monitoring report duties. The information required is set out on the pre-development notification form (appendix D) and development commencement notice (appendix E).
Appendices
Appendix A Parameters plans
Proposed LDO boundary
1: Salt Box
2: Rowan Park
3: Oldlands

Notes/Revisions
Proposed LDO boundary
1: Salt Box
2: Rowan Park
3: Oldlands

To be read in conjunction with the LDO
Draft for consultation

Bognor LDO
Arun District Council

DRAFT: PLAN 1, red line plan

190403/URB/DR/Redline/004

Dec 14

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To be read in conjunction with the LDO
Draft for consultation

Bognor LDO
Arun District Council

DRAFT: PLAN 1, red line plan

190403/URB/DR/Redline/004

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To be read in conjunction with the LDO

Bognor LDO
Arun District Council

DRAFT: PLAN 2. Zoning plan

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Proposed LDO boundary
B1/B2 land use (B1 will be favoured)
B2 will be favoured
Areas may include complementary uses
Green space (see Design Code for breakdown of functions)
Attenuation basin location
Ecological sensitive areas
Structural planting
Major existing tree groups
Primary movement route (18.5m to include avenue planting - see Design Code sections)
Primary movement route (26m to include avenue planting and swale - see Design Code sections)
Secondary movement route (13.5m to include landscape strip, min carriageway width 6.5m - See Design Code sections)
Primary access point
Potential secondary access point (pedestrian/cycle and emergency access only)
Rolls Royce land area (Outside LDO area, included for reference only)
Bognor Regis Northern Relief Road - alignment

Notes/Revisions
Proposed LDO boundary
B2 will be favoured
Areas may include complementary uses
Green space (see Design Code for breakdown of functions)
Attenuation basin location
Ecological sensitive areas
Structural planting
Primary access point
Potential secondary access point (pedestrian/cycle and emergency access only)
Rolls Royce land area (Outside LDO area, included for reference only)
Bognor Regis Northern Relief Road

To be read in conjunction with the LDO

Bognor LDO
Arun District Council
DRAFT: PLAN 3_Land use
190403/URB/PP/land use/010
Reference: May 15
DRAFT
190403/URB/PP/land use/010
(1:5000@A3)

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003 3664 6235 enquiries@torltd.co.uk www.torltd.co.uk
Maximum building height is to the ridge height

Heights should be measured from the finished ground levels

To be read in conjunction with the LDO

Draft for consultation

Bognor LDO
Arun District Council

DRAFT: PLAN 4. Building heights

Proposed LDO boundary
Max building height 9m
Max building height 13.5m
Rolls Royce land area (Outside LDO area, included for reference only)
Bognor Regis Northern Relief Road

Notes/Revisions
Proposed LDO boundary
Max building height 9m
Max building height 13.5m
Rolls Royce land area (Outside LDO area, included for reference only)
Bognor Regis Northern Relief Road

Maximum building height is to the ridge height
Heights should be measured from the finished ground levels

To be read in conjunction with the LDO
Draft for consultation
Bognor LDO
Arun District Council

DRAFT: PLAN 4. Building heights

Proposed LDO boundary
Max building height 9m
Max building height 13.5m
Rolls Royce land area (Outside LDO area, included for reference only)
Bognor Regis Northern Relief Road

Notes/Revisions
Proposed LDO boundary
Max building height 9m
Max building height 13.5m
Rolls Royce land area (Outside LDO area, included for reference only)
Bognor Regis Northern Relief Road

Maximum building height is to the ridge height
Heights should be measured from the finished ground levels

To be read in conjunction with the LDO
Draft for consultation

Bognor LDO
Arun District Council

DRAFT: PLAN 4. Building heights
To be read in conjunction with the LDO

Draft for consultation

Bognor LDO
Arun District Council

DRAFT: PLAN 5, Phasing

190403/URB/PP/Phasing/002

CRAFT

aero/anc

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Proposed LDO boundary
Phase 1 (2015-2019) and 2 (2020-2024)
Phase 3 (Post 2024)
Rolls Royce land area (Outside LDO area, included for reference only)
Bognor Regis Northern Relief Road - alignment

NB: Refer to table 6 of the LDO for the phasing of permitted development
### Appendix B

**Conditions and Informatives Draft**

<table>
<thead>
<tr>
<th>Condition</th>
<th>Reasons</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>GENERAL CONDITIONS</strong></td>
<td></td>
</tr>
<tr>
<td>1. <strong>Construction Method Statement. (including demolition method and removal)</strong></td>
<td></td>
</tr>
<tr>
<td>No development, of more than 1000 sq. metres gross floorspace or with a plot area of more than 0.25 hectares, shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:</td>
<td></td>
</tr>
<tr>
<td>i) vehicle parking facilities for construction workers, other site operatives and visitors;</td>
<td>In the interests of protecting the amenity of local residents and businesses.</td>
</tr>
<tr>
<td>ii) loading and unloading of plant and materials</td>
<td>In accordance with the National Planning Policy Framework and Arun Local Plan Policy GEN7.</td>
</tr>
<tr>
<td>iii) storage of plant and materials used in constructing the development</td>
<td>To protect the quality of the environment and amenity of new development in accordance with Arun Local Plan Policy GEN32.</td>
</tr>
<tr>
<td>iv) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate</td>
<td>In the interests of amenity and to promote recycling in accordance with Arun Local Plan Policy GEN7.</td>
</tr>
<tr>
<td>v) wheel washing facilities</td>
<td></td>
</tr>
<tr>
<td>vi) measures to control the emission of dust and dirt during construction</td>
<td></td>
</tr>
<tr>
<td>vii) a scheme for recycling/disposing of waste resulting from demolition and construction work</td>
<td></td>
</tr>
<tr>
<td>viii) noise impact and control (taking account of BS 5228: 2009 Code of practice for noise and vibration control on construction and open sites);</td>
<td></td>
</tr>
<tr>
<td>ix) Measures that helps protect ecological assets, notably species at risk;</td>
<td></td>
</tr>
<tr>
<td>x) installation and maintenance of security hoarding/fencing.</td>
<td></td>
</tr>
<tr>
<td>xi) hours of operation: Demolition and construction works shall not take place outside 08.00 hours to 18.30 hours Mondays to Fridays and 08.00 hours to 13.30 hours on Saturday. There will be no construction on Sundays or Bank Holidays unless agreed in writing with the Local Planning Authority.</td>
<td></td>
</tr>
<tr>
<td>Condition</td>
<td>Reasons</td>
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</tr>
<tr>
<td><strong>2. Construction Traffic Management Plan</strong></td>
<td>In the interests of highway safety and the amenities of the area and managing the impact of construction traffic on the local highway network. To protect the quality of the environment and amenity of new development in accordance with Arun Local Plan Policy GEN7.</td>
</tr>
<tr>
<td>INF 2: Construction Traffic Management Plan (CTMP)</td>
<td></td>
</tr>
<tr>
<td>INF 15: Public Rights of Way</td>
<td></td>
</tr>
<tr>
<td><strong>HIGHWAY CONDITIONS</strong></td>
<td></td>
</tr>
<tr>
<td><strong>3. Primary access to Oldlands Farm, Salt Box and Rowan Park.</strong></td>
<td>To ensure the proper provision of infrastructure and services in relation to new development and in accordance with Arun Local Plan Policy GEN 8. In the interests of highway safety. To protect the amenities of adjacent dwellings, in the interests of highway safety and the protection of species and ecologically sensitive zones.</td>
</tr>
<tr>
<td>Prior to the commencement of development within the LDO “red line” boundary (Plan 1), details of vehicular access suitable for the scale of development to the site shall be submitted and approved in writing by the local planning authority, in consultation with the local highway authority. The access and visibility splays shall be provided prior to the occupation or use of the new development and, thereafter, the visibility splays shall be permanently maintained free from obstruction to vision. No part of the development shall be first occupied until provision has been made within the site in accordance with plans and details to be submitted to and approved by the Local Planning Authority to prevent surface water draining onto the public highway. No vehicular access shall be taken from Zones W and E (Plan 2) onto adjoining land, with the exception of parcels of land at Oldlands Farm (Zone E) to the east and north east of the LDO “red line” boundary.</td>
<td></td>
</tr>
<tr>
<td><strong>4 Management of Development Impact on the Public Highway: Contributions.</strong></td>
<td>To ensure the proper provision of infrastructure and services in relation to new development and in accordance with Arun Local Plan Policy GEN 8.</td>
</tr>
<tr>
<td>No development permitted by this LDO shall be begun or occupied until suitable legal agreements are made with the Local Planning Authority and the Highway</td>
<td></td>
</tr>
<tr>
<td>Condition</td>
<td>Reasons</td>
</tr>
<tr>
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</tr>
<tr>
<td>Authority that identifies and confirms the financial contributions required to deliver an agreed set of mitigation measures in the public highway. Mitigation and financial contributions to be agreed for:</td>
<td>In the interests of highway safety</td>
</tr>
<tr>
<td>Junction improvements at A29: Shripney Road/Access to Salt Box and Oldlands Farm</td>
<td></td>
</tr>
<tr>
<td>Junction improvements at A29/A259: Shripney Road/Rowan Way</td>
<td></td>
</tr>
<tr>
<td>Access to Rowan Park</td>
<td></td>
</tr>
<tr>
<td>INF 3: Mitigation and Highway Improvements.</td>
<td></td>
</tr>
<tr>
<td><strong>5. Access, parking, turning space within LDO “red line” boundary.</strong></td>
<td>To ensure the proper provision of infrastructure and services in relation to new development and in accordance with Arun Local Plan Policy GEN 8.</td>
</tr>
<tr>
<td>Prior to use or occupation of the new development, the new vehicular access, parking area/spaces, facilities for cars, motorcycles and bicycles, turning space, facilities for loading/unloading deliveries, waste storage and collection shall be constructed. Any visibility splays provided in accordance with a detailed scheme which shall first be submitted to and approved in writing by the local planning authority, in consultation with the local highways authority. The parking and turning areas shall be constructed to prevent surface water discharging onto the highway. Thereafter the parking and turning areas will be kept permanently free of any obstruction to such use, and the visibility splays shall be permanently maintained from obstruction to vision.</td>
<td>In the interests of highway safety.</td>
</tr>
<tr>
<td>INF 16: WSCC Parking Standards</td>
<td></td>
</tr>
<tr>
<td><strong>6. Travel Plan</strong></td>
<td>In the interests of sustainable development.</td>
</tr>
<tr>
<td>Prior to use or occupation of the new development, a travel plan which shall first be submitted to and approved in writing by the local planning authority, in consultation with the local highways authority? The development permitted by the LDO must contribute to the targets and objectives set out in the Enterprise Bognor Regis LDO Framework Travel Plan (Enterprise Bognor Regis -Local Development Order – Transport Assessment – June 2015).</td>
<td>To encourage and promote sustainable transport. In accordance with Arun Local Plan Policies GEN1, GEN7 and GEN32.</td>
</tr>
<tr>
<td><strong>ENVIRONMENTAL CONDITIONS</strong></td>
<td></td>
</tr>
<tr>
<td><strong>7.- Existing trees and hedgerows: Protection</strong></td>
<td>To protect individual trees and woodlands and in accordance with Arun Local Plan</td>
</tr>
<tr>
<td>Condition</td>
<td>Reasons</td>
</tr>
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<td>----------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>identifying those trees and hedgerows, defined in the LDO as major existing tree groups or within the ecologically sensitive areas that are to be protected during, and after the construction of the development. The measures, to be agreed in writing with the local planning authority should:</td>
<td>Policy GEN28.</td>
</tr>
<tr>
<td>i) sufficiently protect major existing tree groups, and identified significant trees to ensure that they survive development activity without their long term life expectancy being compromised.</td>
<td>To ensure the retention of vegetation important to the visual amenity, the ecological quality/and for the environment in accordance with Policy GEN 7 of the Arun District Local Plan.</td>
</tr>
<tr>
<td>ii) be in accordance with the broad principles of tree protection set out in BS 5837 Trees in relation to design, demolition and construction – Recommendations (2012). This must calculate and show for major tree groups and significant Trees to be retained Root Protection Areas on a Tree Protection Plan and describe protective measures to be implemented during development operations</td>
<td></td>
</tr>
<tr>
<td>iii) ensure that major tree groups, significant trees and vegetation shall be retained and protected in a manner to be agreed with the Local Planning Authority (LPA) before the development commences for the duration of the development and shall not be damaged, destroyed, uprooted, felled, lopped or topped during that period without the previous written consent of the Local Planning Authority.</td>
<td></td>
</tr>
<tr>
<td>iv) If any major tree groups or significant trees are removed without such consent or dying or being seriously damaged or becoming seriously diseased during the period shall be replaced in the following planting season with trees of such size and species as set out in the LDO design guide and may be agreed with the LPA.</td>
<td></td>
</tr>
<tr>
<td>8 Detailed landscaping scheme</td>
<td>In the interests of amenity and of the environment of the development in accordance with policy GEN7 of the Arun District Local Plan.</td>
</tr>
<tr>
<td>No development shall be begun until a detailed landscape scheme has been submitted and approved in writing by the local planning authority. All hard and soft landscape works shall be carried out in accordance with the EBR LDO Design Guidance. The landscaping scheme, as agreed, will be implemented during the next planting season following completion of the development. Thereafter, the landscaped areas shall be maintained for a period of five years. Any trees or shrubs which die or become seriously damaged or diseased within five years of planting shall</td>
<td></td>
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<tr>
<td>Condition</td>
<td>Reasons</td>
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<tr>
<td>be replaced by trees and shrubs of similar size and species to those originally planted.</td>
<td></td>
</tr>
</tbody>
</table>

9. **Ecological Protection and Enhancement (including protected species)**

No development, including preparatory works, shall be begun until an ecological enhancement scheme has been submitted and approved in writing by the local planning authority. The enhancement scheme to be based up the specific guidance in the LDO and the recommendations within the supporting ecological statement. (Habitat and Ecology Summary Report. ADC/Consultees. April 2015). All approved details shall then be implemented in full and in accordance with the agreed timings and details.

**INF 13: European Protected Species Licences**

**INF 14: Breeding and Nesting Birds**

- In the interests of the amenity of the environment of the development in accordance with paragraph 118 of the National Planning Policy Framework
- To ensure the protection and retention of biodiversity in accordance with Arun District Local Plan Policy GEN29 and GEN30

- To protect the District's diversity of flora and fauna and in accordance with Arun Local Plan Policy GEN30.

10 **Archaeology**

Scheme of Archaeological Investigation. NO Development shall take place within the LDO "red line" boundary (Plan 1) until a scheme of archaeological investigation (including a programme of archaeological evaluation, targeted excavation, recording any finds and publishing the results) has been submitted to and approved in writing by the nominated archaeological advisor to the local planning authority. The approved schemes of investigation, should be phased and consider techniques such as geotechnical investigation; trial trench evaluation and be

- To enable a proper archaeological investigation of the site and the identification and recording of any items of archaeological importance (Policy HE11 of the adopted Local Plan).
- To ensure appropriate investigation and recording of archaeological heritage assets on the site prior to commencement of new building works.
<table>
<thead>
<tr>
<th>Condition</th>
<th>Reasons</th>
</tr>
</thead>
<tbody>
<tr>
<td>implemented prior to the commencement of any new development hereby permitted.</td>
<td>To prevent pollution of groundwater in accordance with Arun District Local Plan policies GEN7 and GEN31.</td>
</tr>
<tr>
<td><strong>11 Sustainable Drainage</strong></td>
<td>In accordance with policies GEN7 and GEN11 of the Arun District Local Plan.</td>
</tr>
<tr>
<td>No development shall be begun until a scheme for the foul and surface water drainage for the site has been submitted to and approved in writing by the local planning authority.</td>
<td>To ensure the satisfactory drainage of the development and ensure the implementation of pollution prevention measures.</td>
</tr>
<tr>
<td>i) Be carried out in accordance with the approved Enterprise at Bognor Regis Flood Risk Assessment (ADC/WSP) (April 2015), in particular the Indicative Surface Water Drainage Strategy and Flood Risk Management Measures</td>
<td>To prevent flooding by ensuring the satisfactory storage of disposal of surface water from the site.</td>
</tr>
<tr>
<td>ii) Specify the range of measures used to manage surface water run off including Sustainable Urban Drainage (SUDs) systems.</td>
<td>To ensure safe access and egress from and to the site.</td>
</tr>
<tr>
<td>iii) Ensure safe access and egress from and to the site</td>
<td>To reduce the risk of flooding from blockages to existing drainage systems.</td>
</tr>
<tr>
<td>iv) Demonstrate that sufficient foul and surface water capacity exists or will be provided both on and off site, to include the provision of pumping stations and access to the public sewerage system.</td>
<td>To reduce the impact of flooding on the proposed development and future occupants.</td>
</tr>
<tr>
<td>v) Set out pollution prevention measures including the measures used to reduce the potential for pollutants reaching ground, surface water bodies or the surface water drainage system, in particular measures for oil interception.</td>
<td>To protect and enhance ecological assets: Development that encroaches on watercourses, ponds, wetlands can have a potentially severe impact on their ecological value.</td>
</tr>
<tr>
<td>vi) Provide for the provision and management of buffer zones alongside sensitive ecological zones, watercourses, ponds and wetland within and bounding the “red line” boundary of the LDO.</td>
<td>This is contrary to government policy in the NPPF and the UK Biodiversity Action Plan.</td>
</tr>
<tr>
<td>vii) Include how the scheme shall be maintained and managed.</td>
<td>Land alongside watercourses, wetlands, ponds is particularly valuable for wildlife and it is essential this is protected.</td>
</tr>
<tr>
<td>viii) Include a timetable for implementation</td>
<td>Article 10 of the Habitats Directive also stresses the importance of natural networks of linked corridors to allow movement of species between suitable habitats, and promote the expansion of biodiversity. Such networks may also help wildlife adapt to climate change.</td>
</tr>
</tbody>
</table>

INF 4: Foul Drainage. INF 5: SUDS INF 6: Flood Risk. INF 7: Oil/Chemical Storage Tanks. INF 8:
<table>
<thead>
<tr>
<th>Condition</th>
<th>Reasons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trade Effluent. INF 9 Development within 8 metres of a main river:</td>
<td>To prevent development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of water pollution in accordance with the NPPF (Paras 120 and 144). To prevent pollution of groundwater in accordance with Arun District Local Plan policies GEN7, Policy GEN26 and GEN31.</td>
</tr>
<tr>
<td>12 Construction Methods: Piling /Foundations/ Penetrative methods not permitted</td>
<td>Construction methods that include: Piling / investigation boreholes / tunnel shafts / ground source heat pump systems using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.</td>
</tr>
<tr>
<td>13 Land Contamination</td>
<td>To ensure that any ground, water and associated gas contamination is identified and all necessary remediation works are carried out in the interest of the safety of the development and the environment, and to ensure the site is suitable for the proposed use</td>
</tr>
<tr>
<td>With the exception of minor works, not involving groundworks, the development shall not be occupied within the LDO area until the following phased Contaminated Land Risk Assessment has been carried out by a competent person in accordance with Defra and the Environment Agency’s ‘Model Procedures for the Management of Contaminated Land, CLR 11’: 1. Phase 1* – a desk study and site walk over to identify all potential contaminative uses on site and to inform a preliminary assessment. If potential contamination is identified then Phase 2 shall be undertaken. 2. Phase 2 – a comprehensive intrusive investigation to identify the type, nature and extent of contamination present, the risks to users/occupiers of the development, and to inform the required remediation scheme. If significant contamination is found then Phase 3 shall be undertaken. 3. Phase 3 – the production of a Remediation Report to ensure the site is rendered suitable for its proposed use. The Remediation Report shall include works to be carried out and a programme of such works, and shall first have been submitted to</td>
<td></td>
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</tbody>
</table>

The site lies above the Lewes Nodular Chalk which is designated a Principal Aquifer. Contamination may be present at the site as a result of its historical use(s). Any
<table>
<thead>
<tr>
<th>Condition</th>
<th>Reasons</th>
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<tr>
<td>and approved in writing by the local planning authority. No development shall be used or occupied until all remediation works have been carried out in accordance with the approved Remediation Report. Following implementation of the remediation works, a Validation Report detailing all of the measures carried out to ensure compliance with the Remediation Report shall be submitted to and approved in writing by the local planning authority.</td>
<td>contamination present may pose a risk to groundwater underlying the site and potable supplies.</td>
</tr>
<tr>
<td>All works to comply with each phase of the Contaminated Land Risk Assessment shall be submitted to and approved in writing by the local planning authority prior to the commencement of development.</td>
<td>* With reference to (Section 3) of the LDO, Phase 1 has been completed for the LDO area</td>
</tr>
</tbody>
</table>

INF 10: Model Procedures for the Management of Contaminated Land, CLR 11

14. Contamination found on site during development.

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has submitted a remediation strategy to the Local Planning Authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the Local Planning Authority. The remediation strategy shall be implemented as approved.

INF 10: Model Procedures for the Management of Contaminated Land, CLR 11

To ensure that any ground, water and associated gas contamination is identified and all necessary remediation works are carried out in the interest of the safety of the development and the environment, and to ensure the site is suitable for the proposed use

To ensure that the development complies with approved details in the interests of protection of the environment and prevention of harm to human health in accordance with Arun District Local Plan policies GEN7 and GEN31.

To prevent development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels water pollution in accordance with the NPPF.

The site lies above the Lewes Nodular Chalk which is designated a Principal Aquifer. Contamination may be present at
<table>
<thead>
<tr>
<th><strong>Condition</strong></th>
<th><strong>Reasons</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>15. Noise – impact on neighbouring properties</strong></td>
<td>the site as a result of its historical use(s). Any contamination present may pose a risk to groundwater underlying the site and potable supplies.</td>
</tr>
<tr>
<td><strong>INF 11: Noise.</strong></td>
<td>To safeguard the amenities of the neighbouring properties in accordance with Arun District Local Plan policies GEN7 and GEN32.</td>
</tr>
<tr>
<td><strong>16. Noise – impact on office uses in the LDO</strong></td>
<td>To safeguard the environment in accordance with Arun District Local Plan policies GEN7 and GEN32.</td>
</tr>
<tr>
<td><strong>INF 12: Noise – Office Uses.</strong></td>
<td></td>
</tr>
<tr>
<td><strong>17. Dust and fumes</strong></td>
<td>To safeguard the natural environment and protect people from risks to health, safety and damage to their environment in accordance with Arun Local Plan Policy GEN34.</td>
</tr>
<tr>
<td><strong>18. Lighting</strong></td>
<td></td>
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</tbody>
</table>

Enterprise Bognor Regis LDO  
June 2015 v1.7
<table>
<thead>
<tr>
<th>Condition</th>
<th>Reasons</th>
</tr>
</thead>
<tbody>
<tr>
<td>No development shall be begun until a lighting scheme has been submitted to and approved in writing by the Local Planning Authority. Thereafter, all lighting shall be installed and operated in accordance with the approved details before development is occupied or comes in use. &lt;br&gt;External lighting in association with this development shall comply with the Institution of Lighting Engineers Guidance Notes for the Reduction of Obtrusive Light (GNO1:2011) &lt;br&gt;a). In LDO Zones W1, W2, E1, E2. &lt;br&gt;GNO1:2011 Obtrusive Light Limitations for Exterior Lighting Installations. Design Guidance: Table 2: Environmental Zone E2 standard; and &lt;br&gt;b). In LDO Zones W3, W4, E3. &lt;br&gt;GNO1:2011 Obtrusive Light Limitations for Exterior Lighting Installations. Design Guidance: Table 2: Environmental Zone E1 standard. &lt;br&gt;Also to take account of guidance issued by the Bat Conservation Trust.</td>
<td>In the interests of minimizing light pollutions, intrusion and spillage in residential areas, in the interests of highway safety and to mitigate impacts upon “protected species” &lt;br&gt;To protect the quality of the environment and in accordance with Arun Local Plan Policy GEN33. &lt;br&gt;To protect the District's diversity of flora and fauna and in accordance with Arun Local Plan Policy GEN30. &lt;br&gt;To retain control over floodlighting in the interests of amenity, preventing nuisance and distraction, including aircraft, and protecting species and habitats.</td>
</tr>
</tbody>
</table>

19 **Operation of Machinery** <br>Any industrial process associated with the development permitted by the LDO shall be carried out within a building and no industrial process shall be carried out in the open air. <br>For development, including B2 uses within the “red line” boundary of the LDO, no machinery, plant, or vehicles shall be operated on the site before 8.00 on Mondays to Saturdays nor after 18.00 on Mondays to Fridays and 13.00 on Saturdays, and shall not be operated at all on Sunday or Bank or Public Holidays. <br>Any variation to this condition will need to be submitted to and approved in writing by the local planning authority based upon a sound business case. | To safeguard the amenities of neighbouring properties in accordance with Arun District Local Plan policies GEN7, GEN32 (GEN33 and GEN34). |

20 **Materials:** No development shall be begun until samples of the materials to be used, that are compliant with the LDO Design Guide have been submitted and approved in writing by the local planning. | |

21 **Energy Efficiency and Conservation.** Prior to the commencement of construction, written evidence will be submitted to and approved in writing by the Local Authority. | To reduce carbon dioxide and other greenhouse gas emissions and adapt to climate change in accordance with |
<table>
<thead>
<tr>
<th>Condition</th>
<th>Reasons</th>
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<tr>
<td>Planning Authority that demonstrates that the development can achieve energy efficiency measures that reflect current standards at the time of the commencement of development. All major developments (as defined by the General Development Procedure Order 1995: as amended) will be required to produce 10% of the total predicted energy requirements from renewable or low carbon energy generation on site, unless it can be demonstrated that this is unviable. Energy efficiency measures will be taken into consideration when total predicted energy requirements are calculated. “Allowable solutions” will be permitted “off site” where it can clearly be demonstrated that the provision of on site renewable or low carbon energy generation is unviable or not feasible. The development shall be constructed in accordance with the agreed scheme. Prior to the occupation of the development a post construction review statement shall be submitted setting out how the energy efficiency measures that reflect current standards at the time of the commencement of development have been achieved to be approved in writing by the Local Planning Authority.</td>
<td>Policy GEN21 of the adopted Arun District Local Plan.</td>
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<table>
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<tr>
<th>22</th>
<th>Secured by Design</th>
<th>In the interests of public safety and in accordance with Arun District Local Plan Policy GEN7.</th>
</tr>
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<tr>
<td>The development shall be carried out to generally accord with the UK Police ‘Secured by Design’ and Crime Prevention through Environmental Design (CPTED) principles. Prior to the commencement of development of any building a CCTV strategy for that building (to include details of the location cameras and type of system) shall be submitted to and approved in writing by the Local Planning Authority. The agreed details shall be implemented prior to first occupation and be retained and maintained as such thereafter unless otherwise agreed in writing by the Local Planning Authority.</td>
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1 **INF 1: Definitions:** For the purpose of the conditions set out above the following definitions apply:

"Building" means any building (as defined in the Town and Country Planning Act 1990) to be built, extended or developed as part of the Development.

"Commencement of Development" means the carrying out of a Material Operation pursuant to the Permission on the Site for the implementation of the Development and "Commence Development" or "Commencement" shall be construed accordingly.

Cost Index: means either (a) the Retail Price Index (RPI) published by the Office of National Statistics in the case of the financial contributions payable to the District Council or (b) the all Construction Tender Price Index published as National Statistics by the Department for Business and Innovation and Skills (BCIS) in the case of contributions payable to the County Council or (c) All-In Tender Price Index published by the Building Costs Information Service of the Royal Institute of Chartered Surveyors in the case of contributions payable to the County Council for transport/highway schemes. "Development" means the development permitted by this Permission.

"Enabling Works" means any (i) site establishment including haulage roads and site access points; (ii) Enabling Works including soil stripping and storage, levelling, excavation and storage for re-use on-site; (iii) Site clearance including vegetation removal; (iv) works of archaeological or ground remediation; (v) the erection of construction fencing or construction hoardings; (vi) the provision of security measures or lighting; (vii) the laying removal or diversion of services; (viii) earth retaining structures.

"Material Operation" means any operation within the meaning of section 56(4) of the 1990 Act save that for the purposes of this Permission the term shall not include Enabling Works.

"First Occupation" means first beneficial use of any Building permitted by this Order.

"Permission" means this planning permission to carry out the Development as set out in this Order.

2 **INF 2: Construction Traffic Management Plan.(CTMP)**

Contact: WSCC. Tel: 01243 642105. Email: highways@westsussex.gov.uk Website: www.westsussex.gov.uk/roads-and-travel/information-for-developers/

The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:

i) the anticipated number, frequency and types of vehicles used during Enabling Works,

ii) the method of access and routing of vehicles during Enabling Works, signed appropriately to the necessary standards/requirements.

iii) the parking of vehicles by site operatives and visitors,

iv) the loading and unloading of plant, materials and waste,

v) the storage of plant and materials used during the Enabling Works,

vi) the provision of wheel washing facilities and other works required to mitigate the impact of the Enabling Works upon the public highway (including the provision of temporary Traffic Regulation Orders), Details of and approval of any road closures needed during construction.

vii) Details of appropriate signing, to accord with the necessary standards/requirements, for pedestrians during construction works, including any footpath diversions.

viii) Traffic management needed during construction

ix) measures to control the emission of dust and dirt,

x) details of lighting and security,

xi) hoarding / scaffolding if required.

xii) to inspect and maintain all signing, barriers etc.

xiii) Contact details of the Project Manager and Site Supervisor responsible for on-site works to be provided.

xiv) to use certificated banksmen for guiding vehicles/unloading etc.
xv) no unnecessary parking of site related vehicles (worker transport etc) in the vicinity, details of where these will be parked and occupiers transported to/from site to be submitted for consideration and approval. Areas to be shown on a plan not less than 1:500.

xvi) Layout of site structures, roads, site storage, compounds, pedestrian routes etc.

xvii) Before work commencement to undertake a highway condition survey and agreement with a representative of the WSCC Highways: contact XXXXXXXXXX. Final correspondence is required to be submitted.

xviii) Local residents and businesses being kept informed of significant deliveries and liaised with through the project. A contact address is to be provided to which all issues should be directed in the first instance. A record will be kept of these issues and their subsequent resolution.

xix) Any temporary access arrangements to be agreed with and approved by WSCC

xx) Details of times for construction traffic and delivery vehicles, which must be outside network peak and school peak hours.

Note - This list is not exhaustive but is intended to provide the kind of contents, which expected of a CTMP

3 INF 3: Mitigation and Highway Improvements.


The focus is on:

a) Junction improvements and revised layout at A29: Shripney Road/Access to Salt Box and Oldlands Farm
b) Junction improvements and revised layout at A29/A259: Shripney Road/Rowan Way
c) Access to Rowan Park

Development in all three land parcels (Oldlands Farm, Salt Box, Rowan Park) within the LDO “red line” boundary will impact upon the local highway network.

Therefore each land parcel and permitted floorspace will need to generate a financial contribution, proportionally, to the total costs of these mitigation measures. To be effected through suitable legal agreements with the Local Planning Authority and Highway Authority.

For guidance: the distribution of costs, based on the estimated floorspace allowed by the LDO is as follows:

Junction improvements and revised layout at A29: Shripney Road/Access to Salt Box and Oldlands Farm:

a) Contribution Estimate: Oldlands Farm (50%), Salt Box (50%)

Junction improvements and revised layout at A29/A259: Shripney Road/Rowan Way

b) Contribution Estimate: Oldlands Farm (40%), Salt Box (40%), Rowan Park (20%)

Access to Rowan Park

c) Contribution Estimate: Rowan Park (100%)

Contributions made in future years will need to be based on the cost estimates at May 2015 suitably enhanced to take account of any change in costs (CostsIndex).
INF 4: Foul Drainage: Developers will be required to demonstrate that there is adequate capacity both on and off the site to serve the development and that it would not lead to problems for existing users. In some circumstances this may make it necessary for developers to carry out appropriate studies to ascertain whether the proposed development will lead to overloading of existing infrastructure. Where a capacity problem is identified and no improvements are planned by Southern Water, appropriate improvements will need to be completed prior to occupation of development. Note: Developers should refer to the EBR LDO Utilities Report April 2015 and the details set out in the EBR LDO S98 Report April 2015 at Appendix xx to the Report. The EBR LDO S98 Report sets out a solution that aims to meet the requirements for all the land and proposed development, defined in the LDO. Developers may wish to consider alternative arrangements that will be a matter for agreement following consultation with Southern Water. Further information can be sought from Developer Services, Southern Water, Southern House, Sparrowgate, Otterbourne, Hampshire, SO21 2SQ. Web: www.southernwater.co.uk.

INF 5: SUDS: Schedule 3 of the Flood and Water Management Act (FWMA), which is yet to be fully commenced, deals with SUDS. The Act requires approval of all new drainage systems for new and redeveloped sites and highways to be obtained before construction can commence. It also requires that the proposed drainage system meets new National Standards for Sustainable Drainage. These National Standards are concerned with the design, construction, operation and maintenance of SUDS. The English and Welsh Government is currently working closely with the Environment Agency, Local Authorities and House Builders to develop a set of National Standards for sustainable drainage. The standards will reflect the need to reduce flood risk from surface water, improve water quality, improve the environment, and also ensure that the SUDS systems are robust, safe, and affordable and that requirements are predictable. Government plans are that sustainable urban drainage systems are made a material planning consideration. A SUDS maintenance plan will be necessary, identifying who is responsible for maintaining the SUDS’s effectiveness, should become a condition of planning. Applicants for planning permission should be aware that:

I. The National Standards need should be followed wherever possible when designing SUDs.
   II. Local Standards for West Sussex may be developed and should be followed wherever possible when designing SUDs.
   III. The LDO design guidance sets out the principles to be incorporated into a SUDs for land within the LDO “red line”

INF 6: Flood Risk: If a planning application is for major development, then the Lead Local Flood Authority (west Sussex County Council) will be a statutory consultee with regards to surface water drainage from April 5th 2015.


The definition on Major, excluding waste or winning or working of minerals) is:

a) the provision of dwelling houses where- the number of dwelling houses to be provided is 10 or more; or the development is to be carried out on an area of 0.5 hectares or more and it is not known whether the development falls within 10 or more dwelling houses.

b) the provision of a building or buildings where the floor space to be created by the development is 1,000 square metres or more; or

c) development carried out on a site area of 1 hectare or more.

d) Any development involving a combination of the above.
INF 7: Oil/Chemical Storage Tanks: Any above ground oil or chemical storage tanks should be sited on an impervious base and surrounded by a liquid tight bund wall. The bunded area should be capable of containing 110% of the volume of the tank(s), and all fill pipes and sight gauges should be enclosed within its curtilage. No drainage outlet should be provided, and the vent pipe should be directed downwards into the bund.

INF 8: Trade Effluent: The Water Industry Act 1991 states that any liquid produced wholly or part from any trade or business activity carried out on trade or business premises qualifies as trade effluent and therefore requires consent from Southern Water. Trade effluent controls applies only to those discharges made to the foul sewer. No discharge of trade effluent should be made to the surface water sewer, this includes vehicle washes. It is the responsibility of landowners and businesses to ensure drains on their site are identified correctly and any trade effluent discharge is not directed to the foul sewer. Any surface water drains on a site receiving contaminated surface water should be directed to a foul sewer and trade effluent consent applied for and obtained.

INF 9: Development within 8 metres of a main river: Under the terms of the Water Resources Act 1991 (as amended), and the Southern Region Land Drainage and Sea Defence Byelaws (1982), prior written consent of the Environment Agency is required for any proposed works or structures, in, under, over, or within 8 metres of the top of the bank of designated “main rivers”

INF 10: Model Procedures for the Management of Contaminated Land, CLR 11':
1. Phase 1 – a desk study and site walk over to identify all potential contaminative uses on site and to inform a preliminary assessment. If potential contamination is identified then Phase 2 shall be undertaken.  
2. Phase 2 – a comprehensive intrusive investigation to identify the type, nature and extent of contamination present, the risks to users/occupiers of the development, and to inform the required remediation scheme. If significant contamination is found then Phase 3 shall be undertaken. 
3. Phase 3 – the production of a Remediation Report to ensure the site is rendered suitable for its proposed use. The Remediation Report shall include works to be carried out and a programme of such works, and shall first have been submitted to and approved in writing by the local planning authority. No development shall be used or occupied until all remediation works have been carried out in accordance with the approved Remediation Report. Following implementation of the remediation works, a Validation Report detailing all of the measures carried out to ensure compliance with the Remediation Report shall be submitted to and approved in writing by the local planning authority.

INF 11: Noise:

The evidence prepared for the EBR LDO is set out in the Environmental Noise Impact Assessment. December 2014. In view of the absence of precise details of the employment uses and future occupants, the potential impact of operational sound associated with the proposed employment uses of the LDO development, noise limits have been determined which correspond to a low impact in accordance with BS 4142:2014. It should be noted that the operational sound limits specified in Table 5 of the Environmental Noise Impact Assessment Report would be applicable to the total sound from the simultaneous operation of all external plant and activities associated with the employment uses of the Enterprise Bognor Regis LDO.


INF 12: Noise – Office Uses. The results of the baseline noise survey indicate that mitigation measures will need to be incorporated into the detailed design of the Enterprise Bognor Regis LDO to ensure the appropriate internal noise criteria are achieved at sensitive areas of the
development located nearest to and with a direct line of sight of the A29 Shripney Road and Roman Way. Further consideration may need to be given to the level of road traffic noise generated by the Bognor Regis Northern Relief Road based on prediction work for this route or measurement data once operational. Based on the results of the predicted ambient noise levels at offices of the proposed employment uses located nearest to the Barnham to Bognor Regis railway line, mitigation measures may need to be incorporated into the detailed design of the Enterprise Bognor Regis LDO to ensure appropriate internal noise criteria are achieved.


Note: the existing residential properties of the village of Shripney and No. 1&2 Oldlands Farm Cottages are in relatively close proximity of the LDO. Development proposals will require careful consideration to ensure fixed plant and service yard areas are screened from these existing sensitive receptors. In addition, the Rowan Caravan Park will also be a noise sensitive receptor prior to the redevelopment of this parcel as part of the LDO

| INF 13: European Protected Species Licences | Attention is drawn to the need to have regard to the requirements of the UK and European legislation related to the protection of certain wild plants and animals. Approval under that legislation will be required and a licence may be necessary if protected species are affected by development. If protected species are discovered, to proceed with the development without seeking advice from Natural England could result in prosecution. For more information: [https://www.gov.uk/government/organisations/natural-england](https://www.gov.uk/government/organisations/natural-england) |
| INF 14: Breeding and Nesting Birds | Legal Protection: Section 1(1) of the Wildlife and Countryside Act 1981 (as amended), makes it an offence to kill, injure or take any wild bird, and to intentionally take, damage or destroy the nest of any wild bird while the nest is in use or being built. It is also an offence to take or destroy any wild bird eggs. Bird Species listed under Schedule 1 of the Act receive extra protection. The Act states that it is an offence to intentionally or recklessly disturb any wild bird listed in Schedule 1 while it is nest building, or at (or near) a nest containing eggs or young, or disturb the dependent young of such a bird. Potential nesting sites: It should be assumed that birds will be nesting in trees, scrub, reeds or substantial ditchside vegetation during the core breeding season, unless a survey had shown this not to be the case. In addition, some species are ground nesting. Particular attention should be paid to any building demolition works as this is where some birds preferentially choose to nest. Site Clearance works/demolition/construction: To avoid impact to nesting birds and ensure development is undertaken in accordance with provisions set out in the Wildlife and Countryside Act 1981 (as amended) any vegetation or site clearance works undertaken during the bird nesting season (1st March – 1st September) should only be undertaken once a breeding survey carried out during the nesting season by a suitably qualified person such as a professional ecologist has confirmed the absence of nesting birds and any Schedule 1 bird as set out by the Wildlife and Countryside Act 1981 (as amended). For more information: [https://www.gov.uk/government/organisations/natural-england](https://www.gov.uk/government/organisations/natural-england). And. EBR LDO Habitat and Ecological Reports. Summary of evidence, mitigation and conditions required. April 2015 |
| INF 15: Public Rights of Way | No phase of development shall temporarily or permanently obstruct or alter any part of a public right of way (PROW). The process for diverting a PROW whether on a temporary or permanent basis follows a separate application process and advice from West Sussex County Council should be sought beforehand. For more information: [https://www.westsussex.gov.uk/land-waste-and-housing/public-paths-and-the-countryside/public-rights-of-way/](https://www.westsussex.gov.uk/land-waste-and-housing/public-paths-and-the-countryside/public-rights-of-way/) |
| INF 16: West Sussex Car Parking Standards | Information on the Parking Standards to meet the discharge of condition 5 is set out in “Revised County Parking Standards and Transport Contributions Methodology, Supplementary Planning Guidance adopted by West Sussex County Council November 2003.” |
Appendix C Design guidance
Enterprise Bognor Regis

Proposed Local Development Order: Design guidance

Statutory consultation July 2015

Draft v7
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CONTEXT

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INTRODUCTION

Purpose

1.1 Good design is good for both business and for employees, and is a priority of the National Planning Policy Framework (chapter 7: Requiring Good Design). High quality buildings and landscapes not only provide a good impression to potential investors, but are also integral to the health and well-being of employees, which is an increasingly important factor in the recruitment and retention of staff within the highly competitive skilled labour market.

1.2 Enterprise Bognor Regis aims to create a high quality employment park through the Local Development Order (LDO) process, which this design guidance is part of. The LDO area will provide greater permitted development rights across its area, with the aim to foster economic growth and provide the opportunity for preferred employment uses to come forward through a simplified planning process.

1.3 The design guidance will ensure that a satisfactory standard of development is achieved within the LDO area and will set out the basic requirements of any development coming forward.

1.4 The design guidance is designed to allow for flexibility, within a spatial structure and set parameters that any development must accord with. It prescribes the minimum standards that should be seen as the starting point for dialogue between developers, design teams and the Council.

1.5 The guidance is divided to cover general guidance appropriate to the whole LDO area and specific area guidance, including design guidance elements as identified in the regulating plan.

1.6 The guidance should be read in conjunction with the Parameter Plans, which identify the Land Use and Building Heights and the Regulating Plan, which identifies the key elements of the design guidance. The plans help to illustrate the written the key elements expressed in the written guidance.

1.7 The LDO and the Design Guide will be subject to a formal round of statutory consultation once agreed by the Council. Subject to the outcome of a statutory consultation the LDO and this Design Guide will be ‘made’ by the Council to guide development on land at Oldlands Farm, Salt Box and Rowan Park.

Context

1.8 The Enterprise Bognor Regis LDO area lies approximately 1.5 miles to the north of Bognor Regis town centre on the northern edge of the town. To the north west of the LDO area is the interface with the neighbouring village of Shripney and the north eastern boundary is formed by the Bognor Regis Northern Relief Road (BRNRR), currently under construction. To the south of the site is Southern Cross business/employment park. The eastern edge of the area is bounded by the railway line and the western edge of the site is bounded by The Brooks Nature Reserve. The A29 runs along a north south alignment through the site splitting the LDO area into two parts. The west of the A29 is known as Salt Box and Rowan Park and the eastern side Oldlands Farm.

Design approach

1.9 The guiding approach to design within the LDO area will be the provision of simple built forms, accentuated at key nodes, or places within the development to aid legibility, set within a coherent and verdant landscape.

1.10 This guidance is intended to foster the delivery of new development to a consistently high standard and aid the creation of an adaptable and functional business environment that is legible and permeable for pedestrians and vehicles, allowing for modern and innovative employment opportunities.
LDO area plan (LDO plan 3)
Plot area: Amount

2.1 The plan outline the strategic employment zones included as part of the LDO. These areas are referred to as:

- 1. Salt Box
- 2. Oldlands
- 3. Rowan Park
- Area comprising Rolls Royce development
  (Rolls Royce land is outside the LDO boundary and is included for reference only)
Land use parameter plan

Proposed LDO boundary

B2 will be favoured

B1/B2 land use (B1 will be favoured)

Areas may include complementary uses

Green space (see Design Code for breakdown of functions)

Primary movement route

(18.5m to include avenue planting and swale - see Design Code sections)

Primary access point

Potential secondary access point

Attenuation basin

Ecological sensitive areas

Proposed RR application land area

(REF: BE/73/14/PL)

Major existing tree groups

(Approximate locations)

Secondary movement route (13.5m to include landscape strip, min carriageway width 6.0m - See Design Code sections)

Structural planting

Shripney Manor Ditch
PARAMETER PLANS

Parameter plan: Land use

2.1 The parameter plans provide the strategic framework that establishes the principles of development. Greater details are explored through the design guidance and primarily the regulating plan in the latter part of this document.

2.2 The land use plan shows the various land use components of the development. It outlines the extent of development area, identifying areas appropriate from B1, B2 and B8 use classes, as well as the location of potential complementary uses, open space, attenuation areas and the primary movement corridors.

2.3 The primary access points indicate the proposed vehicular access points. The primary route into Oldlands reflects the alignment of Rolls Royce development. Secondary access points have been identified for pedestrian and cycle access only, which indicate desirable connections if they can be made, but are not essential for the LDO.

- Proposed LDO area
- Area comprising Rolls Royce development
- Bognor Regis Northern Relief Road
- B1 land use
- B2 and/or B8 land use
- Areas may include complementary uses
- Green space (see Design Guidance for breakdown of functions)
- Attenuation basin location
- Ecological sensitive area
- Structural planting (See “Structural Planting” page 21)
- Primary movement corridor (18.5m to include avenue planting - see Design Guidance sections)
- Primary movement corridor (26m to include avenue planting and swale - see Design Guidance sections)
- Primary access point
- Potential secondary access point (pedestrian/ cycle and emergency access only)
Building heights parameter plan

Proposed LDO boundary

Max building height 9m

Maximum building height is to the ridge heights should be measured from the finished ground levels

Proposed RR application land area (REF: BE/73/14/PL)

Draft for consultation To be read in conjunction with the LDO

Bognor Regis Northern Relief Road
Parameter plan: Building heights

2.4 Building heights should generally be restricted to 2 commercial storeys (approximately 9-13.5m) with the opportunity for taller landmark and/or marker buildings at key locations, as identified on the regulating plan.

2.5 Building heights will be lower towards the northern edge of the LDO area. This is to achieve a sensitive and appropriate response to the setting of Shripney village and reduce the visual impact of the proposed development from the north.

2.6 The tallest elements will be located adjacent to the existing Southern Cross employment park adjoining to the southern boundary of the LDO and landmark building elements.

2.7 The plan sets maximum building heights. Buildings below these heights are still acceptable.
DESIGN GUIDANCE
GENERAL GUIDANCE

3.1 This section deals with design guidance which is applicable across the entire LDO area.

Movement

3.2 The efficient movement of people and goods is a fundamental factor influencing the design of all areas of the estate and as a consequence has a fundamental role to play in determining the overall quality and impression of a development.

- Adoption of a clear hierarchy of routes to assist legibility and place-making
- The principal vehicular access to the LDO areas shall be taken from the new A29/A259 Bognor Regis Northern Relief Road (BRNRR) Roundabout
- Secondary access may be suitable from Steyning Way for pedestrian, cycle and emergency access only
- The principal and secondary roads should be 7.3m and 6.5m respectively, suitable to accommodate commercial and public service vehicles that may service the commercial properties within the LDO
- Each component of the hierarchy will have a distinctive character achieved by the use of surface materials and landscape
- All estate roads shall be designed to a standard suitable for adoption as public highway, maintainable at the public expense. Cul-de-sac which serve a single or small group of properties may remain private estate roads
- Service areas shall be sized to accommodate the size number and frequency of the property or groups of commercial premises which they are intended to serve
- Pedestrians and cyclists will be provided with clear and direct routes between the main ‘social’ activity nodes of the estate, bus stops and existing pedestrian/cycle infrastructure
- Walking and cycling will be promoted and encouraged as the principal mode of movement for employees between their places of work and ‘social’ activity nodes. Cycle routes should connect to the existing and proposed routes shown in ADC Local Plan 2011-2031 Publication Version (insert map 3)
- Cycle parking, shower and changing provision should be provided close to the primary staff entrance to unit/phase of development or individual property, with reserve capacity to meet the travel plan target (see section 4)
- Existing and proposed bus services should be planned to ensure that associated bus stops are provided within 400m of the principal entrance to each property or unit of development
- Roads within the hierarchy will be visually simple and free from clutter, particularly signs which should be grouped
- A consistent palette of paving materials should be used to identify and unify the public routes and spaces of the estate
- Private parking associated with each property shall accommodate the operational minima for visitors and staff, prioritising car sharers. It may be appropriate to provide additional unallocated car parking provision within the LDO to exploit the efficient use of land operated and maintained by a management company. Parking provision will be in accordance with ADC parking standards.
- Street lighting will be located on the footway / cycleway edge of the landscape verge
Layout

3.3 The arrangement of buildings and organisation of development sites have a fundamental role to play in the creation and experience of place.

- Buildings will be sited to reinforce the movement hierarchy
- Key spaces will be associated with ‘social’ activity nodes and placed at the confluence of pedestrian routes within the movement hierarchy to encourage accessibility
- ‘Social’ activity nodes, located at the formal greens will be encouraged to create a network of walkable facilities across the development
- Building should aim to positively address the formal greens, where possible with active frontages
- A clear distinction will be provided between publicly accessible space and private areas
- Service yards, staff car parks, decked parking areas, and refuse and storage structures will be screened either by buildings or planting from main circulation routes
- Buildings will be set back a minimum of 2m from the edge of the plot boundary, forming a threshold space
- Segregated pedestrian and cycle routes will be overlooked from adjacent buildings to assist safety and security
- Development should be designed based upon principals of ‘Secured by Design’

Architecture

3.4 Styles of architecture have a key role to play in the creation of a clear identity for different areas of the LDO area. Given the scale and nature of the different uses within the LDO area it would be inappropriate to set one style of architecture for the whole development.

- Buildings will be of high quality design and seek to incorporate innovative and creative solutions
- Buildings are to be simple and robust in form, appropriate to the nature of the use of the building
- The design of the building should reflect to the observer the type of use or activities of that building
- Main entrances to buildings should be clearly expressed and be identifiable from the public street network
- Buildings will not exceed 13.5m in height. Buildings up to 13.5m in height are appropriate to form gateway and marker buildings within the estate but the merits of these buildings will have to be assessed on a site specific basis through the planning process. (See building heights parameter plan).
- Where chimneys or flues are an essential component of the operation of a proposed building these elements will be used to provide articulation and be designed as an integral part of the architecture of the building
- Large areas of very light and/or bright coloured cladding must be avoided to minimise the visual impact in the wider landscape. Building materials including colours and finishes, should be considered in relation to the background and building context
- The fenestration of buildings should be appropriate to the commercial scale of the development, avoiding domestic elements
- Although a variety of materials will be appropriate across the LDO area, these should be used in a manner to aid legibility and consistency within the street scene
- The design of facade treatment of prominent buildings should seek to use less visually obtrusive colours and materials
- Opportunities for low and zero carbon technologies should be sought through the use of on-site energy generation (Please refer to the LDO conditions and
informatives).

- Buildings should be orientated to maximise the use of natural daylight and allow the use of solar technologies whilst maintaining townscape functions
- Opportunities that low carbon construction methods have been explored should be demonstrated
- Green and brown roofs should be considered
- All signage and advertisements on the Site shall be subject to the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 as amended
- Signage shall not be permitted above eaves and shall be in scale with the elevations of the building

**Landscape and water management**

3.5 The landscape and visual impact of new buildings is an essential design consideration to achieve a successful, well assimilated development. Following assessment of the surrounding landscape’s sensitivities, and in addition to the building height parameters plan on pages 4-5, additional planting will seek to mitigate any visual impact and soften building form.

3.6 In combination with the built form, planting, green spaces and blue infrastructure play a fundamental role in shaping the character and identity of Enterprise Bognor Regis LDO. High quality landscaping and planting will help to create a rich and verdant environment that both adds value to the LDO area and creates an attractive place to work.

- Trees will be planted on the LDO area’s northern and eastern boundaries, using locally prevalent native species, to reduce visibility of building facades. (Suitable tree species are outlined in section 04)
- Landscape planting associated with individual units should seek to soften and integrate new buildings into the existing street scene
- Strategic and on-plot landscaping should use a variety of native species to maximise biodiversity benefits
- Increase the perception of public access to green spaces and blue infrastructure within the development
- Increase the opportunity for water to play a greater role within the development, through a comprehensive SuDs Management Train reflecting the emerging National Standards
- The main river, Shripney Manor Ditch, will have an 8m development stand-off from the top of the bank on either side, with the exception of footpaths and cycleways
- Culverting and crossing watercourses shall be avoided, where this is not possible the number and length will be kept to a minimum
- Water bodies, swales and attenuation basins should consider ecology in design and contain native aquatic species and native fauna
- Use the landscape to reinforce the legibility and identity appropriate to the movement hierarchy to contribute to a unified public realm
- Ensure that green-links are over-looked by development to aid safety and security
- Consider the creation of a parkland area to the east of the development area to act as a community green space/focus for the estate and wider community
- Use porous paving materials where appropriate to minimise surface water run-off
- If suitable landscaped areas should include functional swales, reducing the reliance on piped systems
- Street lighting and lighting from buildings should minimise light pollution and potential disturbance to wildlife
- Provision for bird nests and bat roosts should be made within building designs
3.7 Three broad character areas have been identified within the overall development area. These are Bognor Northern Gateway Corridor, Salt Box Green and Landscape Edge.

3.8 Each character area will have a number of different features and design objectives that respond to its context and help set it apart from other areas of the LDO.
Bognor Northern Gateway Corridor: Design Objectives

3.9 Straddling both sides of the A29, the main approach from the north to Bognor Regis, the character area provides an exciting opportunity to create a major new gateway to the town. The design objectives are to:

- Create a major gateway building facing the new relief road roundabout
- Create marker buildings facing the Shripney Road, Rowan Way roundabout
- Create a new access point from the relief road roundabout onto the Salt Box site
- Potential to create a new access to the site from Rowan Way
- Create a green entrance corridor adjacent to the A29
- Provide active built frontage to the A29 and new green corridor and ensure that all service yards are to the rear or side of buildings and suitably screened
- Create gaps within the existing tree belt along the boundary of Rowan Park to allow glimpsed views of new buildings. Trees should be retained where possible away from this boundary
- Development should be use class B1 and/or B2 with potential for complementary uses located on the Shripney Road, Rowan Way roundabout, (see land use plan pg 2)
- Attenuation areas will be provided within a parkland setting adjacent towards the southern edge of the Rowan Park development area
- A minimum 10m strip adjacent to the A29 site boundary shall be retained for landscaping and ecological buffers and will be planted with appropriate tree species (see land use plan pg 2)
Salt Box Green: Design Objectives

3.10 Salt Box Green will be responsive to the interface with The Brooks local nature reserve. The design objectives are to:

- Establish a social activity node around the formal green, which could include complementary uses, that has pedestrian access to the nature reserve footpaths

- Provide new pedestrian links to the existing nature reserve pedestrian footpath network

- Create a view corridor from the link road roundabout access to the proposed nodal point

- Creative solutions to the interface with the nature reserve should be explored to give the impression of the landscape penetrating the LDO area

- Land use can include B1, B2 and B8, however this should favour B1 and B2 uses, with an opportunity to introduce starter units and flexible office space (see land use plan pg 2)

- Building design should carefully consider its relationship to the nature reserve edge and aim to maximise this opportunity by providing an active frontage to it. Natural materials would be favoured on facades in this location

- A primary nodal point should be established around the existing tree group within the Salt Box site - this could include a complementary use pavilion building

- Attenuation basins shall be included in the south western corner of the Salt Box site and be landscaped to provide a transition from The Brooks Nature Reserve

- An ecological buffer zone will be retained adjacent to The Brooks Nature Reserve boundary
Landscape Edge: Design Objectives

3.11 The Landscape Edge should reflect its position at the sensitive northern edge of the Bognor Regis urban area and visual impact on Shripney village. The design objectives are to:

- Landscape strip, including new planting should be provided along the LDO edge, extending the proposed landscaping and flood compensation areas associated with the BRNRR
- Create a managed landscape area to protect the setting of Shripney village, which includes new tree planting
- Landscape should be layered to minimise the visual impact along this sensitive development edge
- Retain the existing public right of way and provide new secure connections to it
- Land use is appropriate for B2 or B8 uses. B2 uses maybe more appropriate adjacent to Shripney village with B8 more appropriate adjacent to the relief road, A29. Complementary uses should not be located in this location (see land use plan pg 2)
- An attenuation basin will be included within the buffer area between Shripney village and the development area
Landscape areas

4.12 The proposed development includes measures to address the landscape and visual issues and create an attractive business environment. During the design process, landscape measures have been developed taking cultural heritage and ecology issues into account. This integrated landscape strategy is for the development infrastructure, including site boundaries and access. Individual developments within the development parcels would provide additional landscape measures. The landscape structure is broadly broken into four key area types. These are listed below:

- 01 Gateway corridor
- 02 Formal green
- 03 Ecology buffer
- 04 Village buffer

4.13 The following pages outline the key characteristics of these four different landscape treatments areas.
01 Gateway Corridor: Landscape Objectives

4.14 Formed of land adjacent to the A29 and Rowan Way this landscape corridor will form the visual gateway to both the LDO area and northern Bognor Regis. The design objectives are as follows:

- An attractive landscape gateway will be created

- The existing mature tree belts should be retained where possible. Removal of trees to increase visibility to building frontage will be considered if appropriate justification can be provided

- The eastern boundary of Salt Box with the A29 includes an existing hedgerow in poor condition and the proposals will include new planting to increase the density and width of the hedge to enhance the screening effect in views from the road and provide a green rural corridor between Shripney and Bognor Regis

- Additional planting will be provided along the section of the Oldlands site adjacent to the A29 where there is currently no boundary vegetation.

- The track, currently forming the boundary between Salt Box and Rowan Park, should be retained and upgraded to form a pedestrian link to the Nature Reserve

- Planting and landscape treatment will be formal and well maintained in the part south of the A29/A259 roundabout, but informal to the north of the roundabout to reflect the increasingly rural character of the corridor

- Semi-natural grassland should be maintained adjacent to the existing track between Salt Box and Rowan Park

02 Formal Green: Landscape Objectives

4.15 Acting as key nodal point and centres of each of the developments parcels on either side of the A29, the spaces will provide relief to the built areas and provide a place for people to congregate. The design objectives are as follows:

- Areas should be grassed or hardscape softened by suitable landscape planting

- Should include features suitable for seating and/or formal benches

- Tree planting will be incorporated

- These areas should be well maintained retaining a sense of formality
03 Ecology Buffer: Landscape Objectives

4.16 These areas will aim to protect biodiversity and provide wildlife corridors through the LDO area. The design objectives are as follows:

- These areas should be neutralistic and include scrub planting
- Additional planting should be included to reinforce existing hedgerows and boundaries particularly on the western boundary
- Access to the Nature reserve adjacent to Rowan Park and Salt Box should be included. Low key landscape gaps in the hedgerow should mark these access points

04 Village Buffer: Landscape Objectives

4.17 The village buffer’s role is to contribute to maintaining the rural gap between Bognor and Shripney. The area will therefore be of a natural and rural character. The design objectives are as follows:

- the area should be mostly wildflower meadow with some limited flowering lawn areas for amenity
- Should include some informal seating areas
- Tree and shrub planting will be native species
- Attenuation basin should be naturally contoured into landscape
- The western boundary will include tree and shrub planting to provide screening from Shripney
- The eastern boundary will contribute to the rural corridor between Bognor and Shripney
• **Planting strategy:**

4.1 The planting proposed for the landscape areas described on the previous pages are set out below:

**Area 01 Gateway Corridor**

4.2 Planting in this area reflects the role of the corridor in providing a green corridor between Bognor and Shripney. Planting will be a mix of native and non-native species to provide continuity with the rural context and bring some of the rural characteristics of the setting into the new developed areas.

4.3 South of the A29/A259 roundabout, the planting will be more formal reflecting the more urban character of the development. North of the roundabout, a more informal rural character will provide the transition from urban to rural character towards Shripney.

**Trees, shrubs and hedgerows**

4.4 Trees will be selected on the basis of location, function and space limitations. Trees will need to relate to the rural landscape context and should be selected from the following list:

<table>
<thead>
<tr>
<th>Species</th>
<th>Native/Landscape Context</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Trees</strong></td>
<td></td>
</tr>
<tr>
<td>Acer campestre</td>
<td>Field maple</td>
</tr>
<tr>
<td>Betula pubescens</td>
<td>Hairy Birch</td>
</tr>
<tr>
<td>Carpinus betulus</td>
<td>Hornbeam</td>
</tr>
<tr>
<td>Castanea sativa</td>
<td>Sweet Chestnut</td>
</tr>
<tr>
<td>Malus sylvestris</td>
<td>Crab apple</td>
</tr>
<tr>
<td>Prunus avium</td>
<td>Gean</td>
</tr>
<tr>
<td>Quercus robur</td>
<td>European Oak</td>
</tr>
<tr>
<td>Salix viminalis</td>
<td>Osier</td>
</tr>
<tr>
<td>Tilia cordata</td>
<td>Small leaved lime</td>
</tr>
</tbody>
</table>

4.5 Where the infrastructure constraints require a street tree form or where space is too restricted for a mature native tree, to retain associations with native species trees will be selected from:

<table>
<thead>
<tr>
<th>Species</th>
<th>Native/Landscape Context</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Trees</strong></td>
<td></td>
</tr>
<tr>
<td>Acer campestre</td>
<td>Field maple, Elsrijk</td>
</tr>
<tr>
<td>Quercus robur</td>
<td>Fastigiate European Oak</td>
</tr>
<tr>
<td>Carpinus betulus ‘Fastigiata’</td>
<td>Hornbeam</td>
</tr>
<tr>
<td>Crataegus monogyna ‘Stricta’</td>
<td>Upright form of hawthorn</td>
</tr>
</tbody>
</table>

4.6 Planting in new hedgerows will comprise the following species, all being native to the site and/or this part of Sussex:

<table>
<thead>
<tr>
<th>Species</th>
<th>Native/Landscape Context</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Trees</strong></td>
<td></td>
</tr>
<tr>
<td>Acer campestre</td>
<td>Field maple</td>
</tr>
<tr>
<td>Alnus glutinosa</td>
<td>Alder</td>
</tr>
<tr>
<td>Cornus sanguinea</td>
<td>Dogwood</td>
</tr>
<tr>
<td>Corylus avellana</td>
<td>Hazel</td>
</tr>
<tr>
<td>Crataegus monogyna</td>
<td>Hawthorn</td>
</tr>
<tr>
<td>Ilex aquifolium</td>
<td>Holly</td>
</tr>
<tr>
<td>Lonicera periclymenum</td>
<td>Honeysuckle</td>
</tr>
<tr>
<td>Prunus spinosa</td>
<td>Blackthorn</td>
</tr>
<tr>
<td>Rosa canina</td>
<td>Dog rose</td>
</tr>
<tr>
<td>Salix caprea,</td>
<td>Goat willow</td>
</tr>
<tr>
<td>Salix cinerea</td>
<td>Grey willow</td>
</tr>
<tr>
<td>Taxus baccata</td>
<td>Yew</td>
</tr>
<tr>
<td>Ulmus glabra</td>
<td>Elm</td>
</tr>
<tr>
<td>Viburnum opulus</td>
<td>Guilder rose</td>
</tr>
</tbody>
</table>
Area 02 Formal Green

4.7 Planting in this area will be predominantly formal

Trees, shrubs and hedgerows

4.8 Trees will be selected on the basis of location, function and space limitations. Trees will need to relate to the rural landscape context and should be selected from the following list:

<table>
<thead>
<tr>
<th>Plant Name</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acer campestre</td>
<td>Field maple</td>
</tr>
<tr>
<td>Quercus robur ‘Fastigiata’</td>
<td>Fastigiate European Oak</td>
</tr>
<tr>
<td>Carpinus betulus</td>
<td>Hornbeam</td>
</tr>
<tr>
<td>Crataegus monogyna ‘Stricta’</td>
<td>Upright form of hawthorn</td>
</tr>
<tr>
<td>Crataegus laevigata ‘Paul’s Scarlet’</td>
<td>Midland hawthorn</td>
</tr>
<tr>
<td>Crataegus laevallei ‘Carrieri’</td>
<td>Hawthorn</td>
</tr>
<tr>
<td>Malus ‘Evereste’</td>
<td>Flowering crab</td>
</tr>
<tr>
<td>Malus hupehensis</td>
<td>Flowering crab</td>
</tr>
<tr>
<td>Malus sylvestris</td>
<td>Crab apple</td>
</tr>
<tr>
<td>Malus trilobata</td>
<td>Apple</td>
</tr>
<tr>
<td>Malus yunnanensis veitchii</td>
<td>Apple</td>
</tr>
<tr>
<td>Prunus ‘Ichiyo’</td>
<td>Flowering cherry</td>
</tr>
<tr>
<td>Prunus maackii</td>
<td>Manchurian Cherry</td>
</tr>
<tr>
<td>Prunus padus ‘Pandora’</td>
<td>Cherry ‘Pandora’</td>
</tr>
<tr>
<td>Pyrus calleryana ‘Chanticleer’</td>
<td>Pear</td>
</tr>
<tr>
<td>Sorbus aria ‘Majestica’</td>
<td>Whitebeam</td>
</tr>
</tbody>
</table>

4.9 Planting in formal hedges in this area will comprise the following species:

<table>
<thead>
<tr>
<th>Plant Name</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carpinus betulus</td>
<td>Hornbeam</td>
</tr>
<tr>
<td>Crataegus monogyna</td>
<td>Hawthorn</td>
</tr>
<tr>
<td>Ilex aquifolium</td>
<td>Holly</td>
</tr>
<tr>
<td>Taxus baccata</td>
<td>Yew</td>
</tr>
<tr>
<td>Viburnum opulus</td>
<td>Guelder rose</td>
</tr>
</tbody>
</table>

4.10 Ornamental plants that associate well with native planting to be used are:

<table>
<thead>
<tr>
<th>Plant Name</th>
<th>Common Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Choisya ternata</td>
<td>Mexican Orange Blossom</td>
</tr>
<tr>
<td>Cornus alba ‘Sibirica’</td>
<td>Dogwood</td>
</tr>
<tr>
<td>Cornus ‘Norman Hadden’</td>
<td>Dogwood</td>
</tr>
<tr>
<td>Corylus maxima ‘Purpurea’</td>
<td>Purple hazel</td>
</tr>
<tr>
<td>Geranium Johnson’s Blue</td>
<td>Geranium</td>
</tr>
<tr>
<td>Diervilla sessilifolia ‘Butterfly’</td>
<td>Bush honeysuckle</td>
</tr>
<tr>
<td>Geranium phaeum</td>
<td>Geranium</td>
</tr>
<tr>
<td>Geranium ‘Rozanne’</td>
<td>Geranium</td>
</tr>
<tr>
<td>Hemerocallis ‘Pink Damask’</td>
<td>Day Lily</td>
</tr>
<tr>
<td>Nepeta ‘Six Hills Giant’</td>
<td>Catmint</td>
</tr>
<tr>
<td>Rosa ‘Surrey’</td>
<td>Ground cover rose</td>
</tr>
<tr>
<td>Rubus Betty Ashburner</td>
<td></td>
</tr>
<tr>
<td>Sambucus nigra f.porphrophylia ‘Gerda’</td>
<td>Purple elder</td>
</tr>
<tr>
<td>Sedum ‘Herbsfreude’</td>
<td>Ice plant</td>
</tr>
<tr>
<td>Symphoricarpos chenaultii ‘Hancock’</td>
<td>Dwarf snowberry</td>
</tr>
<tr>
<td>Syringa vulgaris ‘Katherine Havemeyer’</td>
<td>Lilac</td>
</tr>
<tr>
<td>Viburnum tinus</td>
<td></td>
</tr>
<tr>
<td>Vinca minor ‘Gertrude Jeckyll’</td>
<td>Lesser periwinkle</td>
</tr>
</tbody>
</table>
Area 03 Ecology Buffer

4.11 Planting in this area reflects the role of the areas as predominantly to enhance and protect biodiversity and provide wildlife corridors and therefore they will be planted wholly with native species.

Trees, shrubs and hedgerows

4.12 Trees will be selected on the basis of location, function and space limitations:

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Latin Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acer campestre</td>
<td>Field maple</td>
</tr>
<tr>
<td>Betula pubescens</td>
<td>Hairy Birch</td>
</tr>
<tr>
<td>Carpinus betulus</td>
<td>Hornbeam</td>
</tr>
<tr>
<td>Malus sylvestris</td>
<td>Crab apple</td>
</tr>
<tr>
<td>Prunus avium</td>
<td>Gean</td>
</tr>
<tr>
<td>Quercus robur</td>
<td>European Oak</td>
</tr>
<tr>
<td>Salix viminalis</td>
<td>Osier</td>
</tr>
<tr>
<td>Tilia cordata</td>
<td>Small leaved lime</td>
</tr>
</tbody>
</table>

4.13 Planting in new hedgerows and scrub areas will comprise the following species, all being native to the site and/or this part of Sussex:

<table>
<thead>
<tr>
<th>Common Name</th>
<th>Latin Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acer campestre</td>
<td>field maple</td>
</tr>
<tr>
<td>Alnus glutinosa</td>
<td>alder</td>
</tr>
<tr>
<td>Cornus sanguinea</td>
<td>dogwood</td>
</tr>
<tr>
<td>Corylus avellana</td>
<td>hazel</td>
</tr>
<tr>
<td>Crataegus monogyna</td>
<td>hawthorn</td>
</tr>
<tr>
<td>Ilex aquifolium</td>
<td>holly</td>
</tr>
<tr>
<td>Lonicera periclymenum</td>
<td>honeysuckle</td>
</tr>
<tr>
<td>Prunus spinosa</td>
<td>blackthorn</td>
</tr>
<tr>
<td>Rosa canina</td>
<td>dog rose</td>
</tr>
<tr>
<td>Salix caprea,</td>
<td>goat willow</td>
</tr>
<tr>
<td>Salix cinerea</td>
<td>grey willow</td>
</tr>
<tr>
<td>Taxus baccata</td>
<td>yew</td>
</tr>
<tr>
<td>Ulmus glabra</td>
<td>elm</td>
</tr>
<tr>
<td>Viburnum opulus</td>
<td>guelder rose</td>
</tr>
</tbody>
</table>

4.14 Hedgerow emergents will be sown between the meadow grass along a shared boundary with hedgerows and allow them to establish as an interface between the meadow areas and hedgerows. Species to be used as follows:

- Agrostis gigantea
- Ajuga reptans
- Arum maculatum
- Campanula latifolia
- Digitalis purpurea
- Euonymus europaeus
- Galium spp.
- Greananium pratense
- Holcus lanatus
- Lamium album
- Malva moschata
- Silene dioica
- Silene latifolia
- Silene vulgaris
- Plantago lanceolata
- Primula vulgaris
- Primula veris
- Prunella vulgaris
- Ranunculus acris
- Rubus fruticosus
- Viola odorata
- Hyacinthoides non-scripta

Area 04 Village Buffer

4.15 Planting in this area reflects the role of the area as a rural and natural landscape contributing to the rural setting of Shripney and its other role to enhance biodiversity. The planting proposed will be the same as listed for Area 03.
Pond planting

4.16 The attenuation ponds are a key part of the biodiversity strategy and the planting reflects this, being predominantly native species. The pond areas and their margins will be managed as natural areas. Pond planting will include the following species:

<table>
<thead>
<tr>
<th>Species</th>
<th>Common Name</th>
<th>Growth Habit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Acorus calamus</td>
<td>Sweet Flag</td>
<td>Marginal</td>
</tr>
<tr>
<td>Alisma lanceolatum</td>
<td>Lance leafed Water plantain</td>
<td>Aquatic</td>
</tr>
<tr>
<td>Apium nodiflorum</td>
<td>Fool’s Water-cress</td>
<td>Aquatic</td>
</tr>
<tr>
<td>Butomus umbellatus</td>
<td>Flowering Rush</td>
<td>Marginal</td>
</tr>
<tr>
<td>Carex acutiformis</td>
<td>Lesser Pond Sedge</td>
<td>Marginal</td>
</tr>
<tr>
<td>Glyceria maxima</td>
<td>Reed Sweetgrass</td>
<td>Marginal</td>
</tr>
<tr>
<td>Iris pseudacorus</td>
<td>Yellow flag</td>
<td>Wetland</td>
</tr>
<tr>
<td>Juncus effusus</td>
<td>Common Rush</td>
<td>Marginal</td>
</tr>
<tr>
<td>Mentha aquatica</td>
<td>Water Mint</td>
<td>Marginal</td>
</tr>
<tr>
<td>Myosotis scorpioides</td>
<td>Water Forget-me-not</td>
<td>Marginal</td>
</tr>
<tr>
<td>Sagittaria sagittifolia</td>
<td>Arrowhead</td>
<td>Emergent</td>
</tr>
<tr>
<td>Sparganium erectum</td>
<td>Branched Bur-Reed</td>
<td>Emergent</td>
</tr>
<tr>
<td>Veronica beccabunga</td>
<td>Brooklime</td>
<td>Aquatic</td>
</tr>
</tbody>
</table>

Structural planting

4.17 Structure planting will be located in those areas where there is a need for additional planting to augment the screening and softening effect of existing trees and shrubs in the more sensitive views. Those areas are the northern and western boundaries of the Salt Box site, to address the effects of development on the setting of Shripney and planting on the western side of the Rowan Park site to mitigate views of development from the neighbouring Local Nature Reserve.

4.18 The Salt Box and Rowan Park structure planting will consist of a minimum 10m width belt of appropriate native trees and shrubs. Species will be selected from the lists in paragraphs 4.12-4.14. In order to provide a good level of screening at the initial time of planting, a proportion of advanced nursery stock trees and feathered stock will be used within the mix, the rest of which would be transplants. The aim would be to manage the planting to achieve the appearance of a large unmaintained hedgerow with a large proportion of trees, which would be an appropriate form, in character with the local landscape.
DESIGN DETAILS

Regulating plan
Regulating plan

4.1 The regulating plan sets out on a single drawing the requirements that should be adhered to in order to meet the aspirations of the LDO area.

4.2 The plan sets out the spatial requirements and should be read in conjunction with the following written guidance in Part 03. Part 04 of this document illustrates part of the written guidance and provides a reference for elements shown on the regulating plan. Street sections

Proposed LDO area
Area comprising Rolls Royce development
Bognor Regis Northern Relief Road
B1 land use should be favoured
B2 and/or B8 land use should be favoured
Areas may include complementary uses
Green space - Oldlands attenuation area
Green space - gateway corridor
Green space - formal green
Green space - ecology buffer
Green space - Shripney buffer
Attenuation basin location
Primary movement corridor (18.5m to include avenue planting and swale - see Detail Design sections)
Secondary movement corridor
Tertiary movement corridor (indicative)
Primary access point
Potential secondary access point (pedestrian/cycle and emergency access only)
Pedestrian and/or cycle routes (proposed)
Public Right of Way (existing)
Key corner
Marker building
Landmark building

NB: Marker and landmark buildings help to create local identity, contribute to townscape quality and provide reference points for way finding, enhancing legibility. These should be defined through an alternative approach to architectural style that stands out against the prevailing urban form, whilst still being appropriate to it. These buildings could also be taller than the surrounding buildings but still within the LDO building heights parameters. (Examples are shown in section 04)

Key corners should be articulated to address the street with a change to the architectural style (to a lesser extent than marker and landmark buildings) and will in include elements of active frontages including windows and doors. Blank facades will not be acceptable in these locations.
01 Primary movement corridor section

4.3 Primary streets should be easily distinguishable and will be a key focal point for the LDO area. As a minimum primary streets should follow the below example sections

**Avenue example 1**

![Diagram of Avenue example 1]

**Avenue with swale example**

4.4 The example below outlines the same arrangement as above but includes a swale that may be incorporated into design approaches, providing additional drainage mitigation and biodiversity areas

![Diagram of Avenue with swale example]
02 Secondary movement corridor section

4.5 Secondary streets will be of a lesser scale to the primary streets and include planting along one side of the street, which will be considered together with plot access and parking arrangements.

03 Tertiary streets

4.6 These streets are shown indicatively on the regulating plan and will be positioned in response to the operational requirements of plots.

03 Pedestrian and cycle corridors - specifications

- Pedestrian footways will be a minimum of 2m wide, including footways running through landscaped areas
- shared footways/cycleways shall be a minimum of width of 3m
04 Cycle Storage

4.7 All cycle parking shall:

- be secure and covered;
- be conveniently located adjacent to entrances to buildings;
- enjoy natural observation;
- be easily accessible from roads and or cycle routes;
- be well lit;
- be located so not to obstruct pedestrian and cycle routes.

Cycle stands shall be galvanized steel or brushed stainless steel and fixed below ground. Cycle stands will include a horizontal bar or hooped form allowing for two cycles per unit.
Townscape features

4.8 The purpose of this part of the guidance is to ensure that the location of key elements of the built form help to aid legibility and wayfinding as part of a cohesive strategy across the LDO area.

01 Landmark building

4.9 Major landmark buildings will be used to create local identity, contribute to townscape quality and provide focal points throughout the LDO. Landmark buildings should:

- be articulated through an alternative approach to architectural design so that the building, or part of the building, stands out against the prevailing urban form
- Landmark buildings should be visible from outside the LDO boundary, forming a key component of the northern gateway to Bognor Regis.
- Landmark buildings should be articulated through:
  - An alternative architectural approach to architecture to the prevailing urban form. This can be achieved through a change in materials, pattern of fenestration, design detailing, scale, and mass, increased vertical emphasis within the facade and/or an increase in height (within the building height plan parameters). However, these buildings will still be appropriate to their surroundings and surrounding built form.

02 Marker building/key corners

4.10 Marker buildings and key corners perform a similar function to landmark buildings on a lesser scale. These buildings are less likely to be visible from outside the LDO area and will act as key internal wayfinding markers.

4.11 Marker building and key corners should:

- Positively address the public realm - where possible access points and/or windows should be positioned in these locations
- Provide local points of interest to aid way finding
- Be defined through architectural articulation

Other buildings

01 Renewable energy developments

- can exhibit a differing form and use materials to highlight sustainable elements within the LDO.

02 Ancillary buildings and stores (incl waste/recycling)

- All ancillary buildings should be of a scale and mass that is clearly subsidiary to the building it is serving.
- Ancillary building materials and form should be consistent to the building it is serving

03 Plant installations

- Should as far as possible be positioned in areas that are out of or have restricted views from public areas
Public realm Materials, street furniture and lighting

01 Public realm materials palette

- Public realm materials will be consistent across the LDO area
- The specified materials palette, or similar, shall be used

02 Street furniture palette

- Street furniture shall be consistent across the LDO area
- The specified palette of street furniture or similar shall be followed

03 Lighting strategy (public realm areas)

- Lighting across the LDO area shall be designed to limit, as far as possible, light spill outside of the LDO area.
- Exterior light fixtures shall be fitted with hoods, cowls and louvers and will be directed downwards or toward the area to be illuminated to minimise light spill
- Lighting shall be restricted to necessary areas and of a minimum brightness to comply with safety and operational requirements
- Lighting shall be carefully considered adjacent to ecology buffers with the aim to have no or very low level lighting in these locations
- Lighting fixtures in public areas shall be consistent across the LDO area
- Public footways that are not adjacent to the highways should be lit with low level lighting, such as bollards
- Any street lighting scheme will need to be approved by the local highway authority.

Public Realm palette

Asphalt with dark grey aggregate chippings

Asphalt with light grey aggregate chippings

Hard surface / squares: Silver grey granite aggregate concrete paving

Drainage channel: Concrete setts

Tree pit

Crossing points: Tactile paving / concrete setts or block paving

Street furniture examples

Lighting examples
CONTACT DETAILS

5.1 Any enquiries regarding this design guidance should be directed to Planning & Building Control, Arun District Council via the following means:

- Telephone: 01903 737756
- Email: planning@arun.gov.uk
Appendix D

Enterprise Bognor Regis LDO [2015]

Pre-development notification form for confirmation of compliance.

Introduction.

The overarching purpose of the LDO is to incentivise economic development by creating a faster, simpler and more certain planning process. It is hoped that the certainty provided by the LDO will create an attractive climate for private investment and facilitate employment and business growth and expansion over time.

The LDO and Design code for Enterprise Bognor Regis create a permitted development framework which aims to enable a wide range of acceptable and well-designed development proposals. Information has been provided in the LDO and Design code to ensure that developers and investors are aware upfront of the parameters and standards which need to be met for a confirmation of compliance to be issued by the Local Planning Authority.

Where developers seek reassurance from the Council that proposals are in accordance with the LDO then an administrative process, using a pre-development notification form, is available. A fee will be charged by the Council to carry out this assessment with a response within 28 days of a valid form being received and acknowledged.

Set out below are:

• A summary of the requirements.
• The pre-development notification form
Summary of Requirements.

Pre-development notification confirmation of compliance application form

1. The purpose of this form

To confirm that development proposals are permitted under the provisions of the LDO, developers may wish to give prior notification to the local planning authority.

The pre-development notification process requires the completion of the Pre-development notification form and submission of the information (listed on the form).

This form must be completed in full to notify Arun District Council (the Council) of your intention to undertake development permitted under the terms of the Enterprise Bognor Regis LDO [2015].

In assessing this form and the information provided herewith, the Council will determine whether or not the proposed development is permitted by the LDO. The Council will formally respond in writing to confirm compliance with the LDO. In the event that the proposed development is found not to be compliant with the LDO, development will not be permitted unless otherwise approved through the statutory planning application process or under the terms of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) or any successor legislation or order.

Please note that the Council’s confirmation that development is permitted under the LDO in no way removes or restricts the requirement to comply with the planning conditions set out in the LDO and other relevant legislation, including Building Regulation consent. Developers may wish to consider the value of seeking to meet the discharge of conditions and other regulatory obligations concurrently with the pre-development notification of compliance procedure.

An electronic version of this form can be downloaded from the council’s website: www.arun.gov.uk.

2. Proposed plans

Together with this completed form, the following plans or drawings must be submitted with all pre-development notifications:

1. Site location plan (scale 1:1250 or 1:2500) - clearly identifying the development site by a red line
2. Site Plan or Block plan (scale 1:500 or 1:200) – for all proposals including buildings
3. Other plans and drawings or information necessary to describe the subject of the application.
4. Existing and Proposed elevations (scale 1:50 or 1:100) – for all proposals including buildings with written dimensions.
5. Existing and Proposed Floor plans (scale 1:50 or 1:100) – for all proposals including buildings with written dimensions.
6. Existing and proposed site sections and finished floor and site levels (1:50 or 1:100 scale with written dimensions.
7. Parking provision plan (drawn at a scale of 1:500 or 1:200), where necessary.

All measurements must be gross internal area (GIA) measured in square metres.

3. Fee

A fee is payable to Arun District Council or its successor in title for all pre-development notifications, including revised notifications. The fee will be set at £200 for each LDO pre-development notification of compliance application.

4. The Council's Response

On receipt of the duly made pre-development notification form and the requisite fee, the Council will acknowledge the notification in writing, confirm that it is deemed valid and confirm the target date for issuing a formal response.

Within 28 days, the Council will write to the applicant or the nominated agent to confirm that either:

1. The proposed development is permitted by the LDO subject to the approval of the relevant conditions
2. Further information is required to confirm compliance with the LDO
3. The proposed development is not compliant with the LDO and is therefore not permitted under the terms of the LDO.
4. The Local Planning Authority has not determined that the proposed development is permitted or not permitted under the terms of the LDO.

Should the Council not respond in writing within the stated time period, the proposed development may proceed at the applicants risk subject to the commencement of development requirements being met.

5. Commencement of development

Please note that before the commencement of development, it is the responsibility of the applicant to ensure that all relevant conditions of the LDO are complied with, and discharged of, and that a Development
Commencement Notice is submitted to the Council 10 working days before development starts.

6. **Contact addresses**

This form and the required information must be sent in electronic format (CD or email) to the council at the following address:

Arun District Council  
Arun Civic Centre  
Maltravers Road  
Littlehampton  
West Sussex, BN17 5LF  
Tel: (01903) 737500  
Fax: (01903) 723936  
DX: 57406 Littlehampton

or by email to e-mail: planning@arun.gov.uk.

All information must be submitted electronically in PDF format. File size must not exceed [10MB].
Enterprise Bognor Regis: Local Development Order (LDO)

Pre-development notification for confirmation of compliance Application Form

<table>
<thead>
<tr>
<th>1. Applicant Name, Address and Contact Details</th>
<th>2. Agent Name, Address and Contact Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name of Contact</td>
<td>Name of Contact</td>
</tr>
<tr>
<td>Company Name</td>
<td>Company Name</td>
</tr>
<tr>
<td>Address:</td>
<td>Address:</td>
</tr>
<tr>
<td>Town</td>
<td>Town</td>
</tr>
<tr>
<td>Postcode</td>
<td>Postcode</td>
</tr>
<tr>
<td>Landline:</td>
<td>Landline:</td>
</tr>
<tr>
<td>Mobile:</td>
<td>Mobile:</td>
</tr>
<tr>
<td>E-mail address:</td>
<td>E-mail address:</td>
</tr>
</tbody>
</table>

2. Site Location (grid reference/description)

3. Description of the Proposal

4. Class of Development in the Enterprise Bognor Regis LDO

Under what schedule(s) and class(s) of the LDO would the proposed development be undertaken?
5. Summary of compliance with the Enterprise Bognor Regis LDO and Design Guide

6. Total Site Area

Please state the site area in hectares (ha)

7. Existing Floor Space and Jobs (if applicable)

<table>
<thead>
<tr>
<th>Use Class/Type of Use (if applicable)</th>
<th>Total proposed gross internal floor space (square metres) (if applicable)</th>
<th>Existing employees (if applicable)</th>
</tr>
</thead>
<tbody>
<tr>
<td>B1(a) Office</td>
<td></td>
<td></td>
</tr>
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<td></td>
<td></td>
</tr>
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<td>B1(c) Light Industrial</td>
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<td></td>
</tr>
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<td></td>
</tr>
<tr>
<td>B8 Storage and Distribution</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other (please specify)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Total

8. Proposed Floor Space and Jobs

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<tr>
<th>Use Class/Type of Use</th>
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<td>B8 Storage and Distribution</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other (please specify)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Total

Note – Applicants are advised to check the Enterprise Bognor Regis LDO 2015 to confirm the uses permitted within the application area.
9. Industrial or Commercial Processes and Machinery

Please describe the activities and process which would be carried out on the site and the end products including plant, ventilation or air conditioning. Please include the type of machinery which may be installed on site:

10. Vehicle, Pedestrian Access, Road and Rights of Way

<table>
<thead>
<tr>
<th>Question</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Is a new or altered vehicle access proposed to or from an existing public highway?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Is a new or altered pedestrian access proposed to or from an existing public highway?</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Are any new roads to be provided within the site to which the public will have access?</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Are there any existing public rights of way within or adjacent to the site?</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Do the proposals require any diversion/enhancement of an existing right of way?</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>If you answered Yes to any of the above questions, please show details on your plans/drawings and state the reference of the plan(s)/drawing(s)</td>
<td>Yes</td>
<td>No</td>
</tr>
</tbody>
</table>

11. Vehicle Parking

Please provide the proposed number of on-site parking spaces:

<table>
<thead>
<tr>
<th>Type of Vehicle</th>
<th>Total Spaces Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cars</td>
<td></td>
</tr>
<tr>
<td>Disabled spaces</td>
<td></td>
</tr>
<tr>
<td>Vans/Light goods vehicles</td>
<td></td>
</tr>
<tr>
<td>Heavy goods vehicles</td>
<td></td>
</tr>
<tr>
<td>Cycle spaces</td>
<td></td>
</tr>
<tr>
<td>Motorcycles</td>
<td></td>
</tr>
</tbody>
</table>

Note – Parking standards for the LDO area are set out in Revised County Parking Standards and Transport Contributions Methodology, Supplementary Planning Guidance adopted by West Sussex County Council November 2003. [http://www2.westsussex.gov.uk/cs/mis/041103ht2b.pdf](http://www2.westsussex.gov.uk/cs/mis/041103ht2b.pdf)

12. Relevant Supporting Information and Plans

All of the following supporting information and plans must be submitted with this application form at the required scale:

1. Site location plan (scale 1:1250 or 1:2500) - clearly identifying the development site by a red line and includes other land owned by the Applicant in blue.

2. Site Plan or Block plan (scale 1:500 or 1:200) – for all proposals including buildings
3. Other plans and drawings or information necessary to describe the subject of the application.

4. Existing and Proposed elevations (scale 1:50 or 1:100) – for all proposals including buildings with written dimensions.

5. Existing and Proposed Floor plans (scale 1:50 or 1:100) – for all proposals including buildings with written dimensions.

6. Existing and proposed site sections and finished floor and site levels (1:50 or 1:100 scale with written dimensions.

7. Parking provision plan (drawn at a scale of 1:500 or 1:200), where necessary.

13. Details of proposed vehicle and non-vehicle access (with reference to drawings):

14. Details of the proposed development, with reference to the LDO Design Guidance (please note refer to relevant drawing numbers where appropriate).

   Roof Materials

   Wall Materials

   Window and door materials

   Hard and Soft Landscaping Materials

15. Estimated Date that the development will commence

14. Landowners Consent

   The landowner’s consent must have been sought prior to submitting a scheme. Please provide details below:

<table>
<thead>
<tr>
<th>Name of Owner</th>
<th>Address</th>
<th>Date Notice Served to Owner</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
15. Agricultural Land Declaration

You must complete either A or B

A – None of the land to which the application relates is, or is part of, an agricultural holding.

<table>
<thead>
<tr>
<th>Signed – Applicant</th>
<th>Signed – Agent</th>
<th>Date (DD/MM/YYYY)</th>
</tr>
</thead>
<tbody>
<tr>
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</tbody>
</table>

B – I have/the Applicant has given the requisite notice to every person other than myself/the Applicant who, on the day 21 days before the date of this application, was a tenant of an agricultural holding on all or part of the land to which this application relates, as listed below:

<table>
<thead>
<tr>
<th>Name of Tenant</th>
<th>Address</th>
<th>Date Notice Served</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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<table>
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<tr>
<th>Signed – Applicant</th>
<th>Signed – Agent</th>
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</table>

16. Declaration

The applicant hereby gives notice to Arun District Council of the proposal to develop land within the Enterprise Bognor Regis LDO area in accordance with the submitted details. The applicant confirms that, if it is confirmed by the council to be permitted development, the development will proceed in accordance with the submitted details, and only following approval of all details reserved by condition. The applicant confirms that a Commencement of Development Notice will be sent to the council prior to the approved works starting. The applicant understands that the council must be notified of any material variation from the submitted details, which may require a re-assessment of compliance with the LDO.

<table>
<thead>
<tr>
<th>Signed – Applicant</th>
<th>Signed – Agent</th>
<th>Date (DD/MM/YYYY)</th>
</tr>
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Appendix E

Enterprise Bognor Regis Local Development Order 2015

Notice of intention to start development

Prior to the commencement of development permitted by the LDO, notice must be given to Arun District Council (the council) within 5 working days of the proposed start date. Notification of the intention to start development is required to assist the council in monitoring development activity within the LDO area.

Notice is given by completing this form and submitting it to the council at the following address:

Arun District Council
[address]

or email: [email address].

<table>
<thead>
<tr>
<th>1. LDO reference*</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>2. Site address</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>3. Applicant</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>4. Description of development**</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>5. Is the development to be built-out in phases? If yes, please provide details of the proposed phasing.</th>
</tr>
</thead>
</table>
6. Contact details of lead contractor/site manager

<table>
<thead>
<tr>
<th>Address</th>
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<table>
<thead>
<tr>
<th>Telephone</th>
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<table>
<thead>
<tr>
<th>Email</th>
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7. Proposed date works will start on site (DD/MM/YYYY)***

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</table>

8. Declaration

The applicant hereby gives confirmation of the intention to start the permitted development and confirms that all relevant LDO pre-commencement requirements and planning conditions have been approved by the council. Site works will not commence until 10 working days from the date of this notification. ****

Signed:

<table>
<thead>
<tr>
<th>Applicant/agent:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
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</tbody>
</table>

Notes:
*This is the reference provided by the council in response to the pre-development notification where an application has been made.
**Please use the description of development provided on the pre-development notification form where an application has been made.
***This date must be a minimum of ten working days after the date of submission of this form.
****Supporting information to be supplied if no pre-development notification procedure followed.
# Supporting Information

<table>
<thead>
<tr>
<th>1. Applicant Name, Address and Contact Details</th>
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<tr>
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</tr>
<tr>
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</tr>
<tr>
<td>Mobile:</td>
<td>Mobile:</td>
</tr>
<tr>
<td>E-mail address:</td>
<td>E-mail address:</td>
</tr>
</tbody>
</table>

## 2. Site Location (grid reference/description)

---

## 3. Description of the Proposal

---

## 4. Class of Development in the Enterprise Bognor Regis LDO

Under what schedule(s) and class(s) of the LDO would the proposed development be undertaken?

---

## 5. Summary of compliance with the Enterprise Bognor Regis LDO and Design Guide

---

## 6. Total Site Area

Please state the site area in hectares (ha)
### 7. Existing Floor Space and Jobs (if applicable)

<table>
<thead>
<tr>
<th>Use Class/Type of Use</th>
<th>Total proposed gross internal floor space (square metres) (if applicable)</th>
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<td><strong>Total</strong></td>
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### 8. Proposed Floor Space and Jobs

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Note – Applicants are advised to check the Enterprise Bognor Regis LDO 2015 to confirm the uses permitted within the application area.

### 12. Relevant Supporting Information and Plans

<table>
<thead>
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<th>All of the following supporting information and plans must be submitted with this application form at the required scale:</th>
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5. **Existing and Proposed Floor plans (scale 1:50 or 1:100)** – for all proposals including buildings with written dimensions.

6. **Existing and proposed site sections and finished floor and site levels (1:50 or 1:100 scale with written dimensions).**

7. **Parking provision plan (drawn at a scale of 1:500 or 1:200), where necessary.**

<table>
<thead>
<tr>
<th>13. Details of proposed vehicle and non-vehicle access (with reference to drawings):</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>14. Landowners Consent</th>
</tr>
</thead>
</table>

The landowner’s consent must have been sought prior to commencement of development. Please provide details below:

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<thead>
<tr>
<th>Name of Owner</th>
<th>Address</th>
<th>Date Notice Served to Owner</th>
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**A** – None of the land to which the application relates is, or is part of, an agricultural holding.

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</tr>
</thead>
</table>

**B** – I have/the Applicant has given the requisite notice to every person other than myself/the Applicant who, on the day 21 days before the date of this application, was a tenant of an agricultural holding on all or part of the land to which this application relates, as listed below:

<table>
<thead>
<tr>
<th>Name of Tenant</th>
<th>Address</th>
<th>Date Notice Served</th>
</tr>
</thead>
</table>
**16. Declaration**

The applicant hereby gives notice to Arun District Council of the proposal to develop land within the Enterprise Bognor Regis LDO area in accordance with the submitted details. The applicant confirms that the development will proceed in accordance with the submitted details, and only following approval of all details reserved by condition. The applicant understands that the council must be notified of any material variation from the submitted details, which may require a re-assessment of compliance with the LDO.

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This form and the required information must be sent in electronic format (CD or email) to the council at the following address:

Arun District Council  
Arun Civic Centre  
Maltravers Road  
Littlehampton  
West Sussex, BN17 5LF  
Tel: (01903) 737500  
Fax: (01903) 723936  
DX: 57406 Littlehampton

or by email to e-mail: planning@arun.gov.uk.

All information must be submitted electronically in PDF format. File size must not exceed [10MB].
APPENDIX F

List of supporting information

1. Environmental Baseline Report (December 2013)
   - Extended Phase 1 habitat survey and badger survey
   - Climate change considerations and ecological footprint
   - Combined constraints
2. Flood Risk Assessment (April 2015)
3. Environmental Preliminary Risk Assessment (September 2013)
4. Environmental Noise Impact Assessment (December 2014)
5. Assessment of landscape and visual effects (June 2015)
6. Heritage assessment (February 2015)
7. Arboreal tree assessment (February 2015)
8. Habitat and ecological reports (April 2015)
   - Habitats Regulations Assessment Screening Report
10. Utilities report (June 2015)