

[REDACTED]

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From: Graham Beck [REDACTED]
Sent: 29 September 2015 16:17
To: Matthew Woodward
Cc: Neil Crowther
Subject: Oldlands Phase II -

Dear Matthew, I have now checked all the submission material and discussed matters with the applicant.

For ease of reference I attach the salient parts of your email with comment / contributions made in a red font.

"I am the case officer dealing with the application above. I have looked through the contents of the application and at this stage, I require clarification and further information in order to address the following points of concern:

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> - Flood compensation area. More detail required. I understand that the flood compensation area to the north proposes to extend the existing flood compensation area and, essentially, the movement of materials to attenuate flood risk will comprise 'cut and fill'. The topographical plans are not easy to interpret and I require a more illustrative plan. I would recommend the submission of a 'grid' plan or other similar illustrative tool to demonstrate the change in levels across the northern and southern portions of the site. I have discussed this matter with the engineer and he has drawn my attention to the drawings referenced 5130-01 Raised Levels Plan; 5130-02 Prelim Compensation Area and 5130-03 Raised Levels Sections all of which are to be found with the FRA / Drainage Strategy. These types of drawings were submitted to support the Oldlands Phase One application which drawings were deemed acceptable and were approved.

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> - Can you confirm whether any other materials are to be imported? For example, clays or inert waste materials to facilitate the development platform or flood attenuation scheme. I can confirm there is no import of materials to the site.

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> - The northern parcel of land appears to be an exclusive engineering operation. In my experience, such potentially significant engineering operations cannot be considered as part of an outline application and should normally constitute a full planning application (or potentially a hybrid). Is there any reason why you consider this can be dealt with at outline? As you are no doubt aware the first application for Oldlands Farm was submitted as a hybrid application the main reason being that the degree of earth moving was considerable and the view was taken that the hybrid route was considered the most appropriate way forward. In the current case, the engineering operation for the flood compensation is not as extensive and is necessary to enable the main part of the application which is for the employment uses. As mentioned above considerable detail of the levels and so forth has been submitted already as part of the application, in fact very similar details to those submitted with the 1st Phase application. We are mindful of course that the LPA has accepted the application as valid (as of last June) and has not requested further information or clarification until this time but if Arun DC wishes to consider the application as a hybrid and consider the detailed drawings of the cut and fill area in detail then the applicant would raise no objections.

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> - I require more comprehensive plans which show how the proposed development ties in with the relief road scheme and the wider Enterprise Bognor Regis as well as the flood compensation area. This is both in terms of illustrative plans showing levels and indicative landscaping proposals. This is an outline application only and the BRNRR is shown in the correct position. The submitted illustrative masterplan prepared by Davies Landscape Architects shows the context of the proposals with the BRNRR and the approved Oldlands Phase II, now Rolls Royce (parts 1b and 1c) for which reason it is unclear what further plans are needed. I have discussed this matter with the consultants and applicant.

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> - In terms of landscaping, I am keen to ensure that this is not an afterthought, particularly in relation to the flood compensation area. Your submitted ecology report makes a number of recommendations. Whilst the flood compensation area is included as part of the outline, I am not yet convinced that this shouldn't include comprehensive details which would normally form part of a full application (see point no2 above). Mike Davies of Davies Landscape Architects has been involved in the masterplanning of this scheme from the outset. The application remains in outline but Mike will continue to be involved in the evolution of the project as these proposals are and remains landscape led. Mike believes that to draw up any further details at this very early stage without have settled the details of buildings, would not be a good use of resources.

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> - Can you please check the masterplan to ensure the BRNRR relief road is in the correct position and the access point is correct? I can confirm the plan is correct.

> - Tree Impact – I am yet to properly assess this.

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> - Highways – not yet resolved. I have read your comments and I will confirm with CC highways and Highways England. Further information has been submitted earlier, copied to WSCC Engineers

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> - Consultee responses – please assess all responses online, including the Environmental Health comments requiring an Air Quality assessment. Contact has been made with the Council's EHO regarding Air Quality and no further information is required.

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> - Policy Site 6 of the Arun Local Plan states, inter alia, "...11.25 hectares of development for a high quality Business Park, accommodating uses generally falling within Class B1 of the Use Classes Order, although uses falling within Classes B2 and B8 will be permitted if they contribute to the regeneration objectives for

Bognor Regis and are of a high quality design..." This policy is clear in that acceptable proposals will comprise those in the B1 use class. The current proposal is heavily weighted to B2 and B8 uses. Can you please elaborate on this? In my view, it would be beneficial to consider increasing the B1 offering on the site so as to comply with this policy. It is also noted that the current development description does not refer to any B1 provision so I am of the view that the development description would need amending. The Development Plan consists inter alia the 2003 Local Plan and I believe some weight may well be given to emerging planning policies in the new Local Plan. The 2003 policy states very clearly "*although uses falling within Classes B2 and B8 will be permitted if they contribute to the regeneration objectives for Bognor Regis and are of a high quality design*" which ADC have been very happy to accept. In addition the 2015 Local Plan which increases the area of land at Oldlands from 11.25ha to 23.8ha and Policy EMP DM2 promotes the Oldlands site and others within enterprise@BognorRegis zone to include B1, B2 and B8. Market Research was undertaken by the applicants ahead of submitting the application and the nature of the current application reflects the latent demand for employment uses. It has not escaped the business community in Bognor Regis that since before 2003, for the last 12 years, nothing happened at Oldlands Farm and given the single major objective of the new Local Plan which is economically motivated, it is believed the current application can only attract more inward investment on top of the Rolls Royce interest our client was able to generate.

I trust the above information is helpful but please contact me should you require anything further.

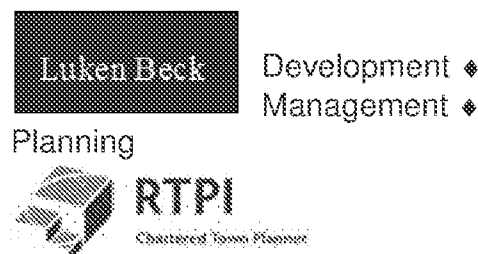
Graham Beck JP, MBA, LL.B. (Hons), BA (Hons), Dip. TP, MRTPI, MCMI
Luken Beck Ltd,
30 Carlton Crescent,
Southampton SO15 2EW
UK

Tel: 44(0)2380 633440

Website: www.lukenbeck.com



<http://www.lukenbeck.com>





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