

16th November email questions in respect of Oldlands from Arun DC – Ref: AL/58/15/OUT

- Can you confirm the precise location of footpath 152? Whilst I appreciate it is currently closed for a temporary period, I understand it runs close around the perimeter of the site. I assume it outside the boundary of the site?

Comment: Submitted Drawings 150513 B2-B8 1643-L-001-01 Rev H and 150513 B2 1643-L-001-02 Rev B clearly illustrate the FP152 as a purple dotted line across the site. The buildings have been carefully positioned around this constraint.

- In terms of my previous request for an amendment to the red-line boundary – I understand that the development platform would be accessed from the adjacent employment site so you would not need to change the red-line boundary for the outline element. However, I am not clear about access to the flood compensation area from the highway? There does not appear to be a link to the highway from the flood compensation area for the purposes of vehicular access for construction purposes.

Comment: As per Phase 1 Oldlands, now granted and implemented, and with the flood compensation works completed, the Phase 2 compensation works will be carried out on land within the ownership of the applicants. The landowners have confirmed that this land is available for flood compensation works for Phase 2.

- The submitted Flood Risk Assessment acknowledges that the majority of the site lies in Flood Zone 3. As mitigation, flood compensation works are proposed and the development platform would be 'lifted out' of the vulnerable flood zone. In effect, you propose that the site would become Flood Zone 1. I don't necessarily disagree with these conclusions, but the development proposal as it stands lies within Flood Zone 3. The engineering solutions you have put forwards are mitigation measures. Therefore, the application should be accompanied by a Sequential Test.

Comment: The site is located in the 2003 Local Plan and identified for industrial / business use. No sequential test was required by Arun DC for Phase 1. The site is also included in the emerging Local Plan for Arun all of which is material. It is not considered that a sequential test is required under such circumstances by officers at Arun DC.

- Arun Local Plan policy Site 6 (2003) emphasises B1 uses on the site. The current proposal includes B2 and B8 uses, although I acknowledge a change in terms of the detail provided in the emerging Strategic Employment policy. Nevertheless, I am of the view that Skills Plan would need to be put in place and you would need to sign up to the Developers Charter (see attached) in order to comply with policy requirements. Can you please clarify/comment on this? In addition, I am not clear what the likely job opportunities would be for either of the options. Can you please outline likely potential job creation in the long-term (not including construction jobs associated with the development of the site).

Comment: During discussions with officers over an extended period it is clear that both the 2003 and the emerging Local Plan are considered material by Arun DC. Having secured Rolls Royce within Oldlands Phase 1 and having evidence of imminent further demand for B1, B2, and B8 space in Bognor Regis, based upon the premise

that the Local Plan is employment driven, it continues to be understood that the current application land uses are endorsed by officers. A Skills Plan and the Developers Charter are understood and once it is known likely occupiers of the space, such further details will be submitted as part of those details. The application remains in outline with two parameter plans identifying options for different land uses and for this reason it is not possible to stipulate the precise nature of job creation long term. Nevertheless please see the attached letter dated 11th June 2015 from Hardisty Jones Associates prepared for the application as part of the continuing preparations.

- There is a requirement for any scheme, in accordance with policy 'Site 6', to be of High Quality Design. Full details would be required at reserved matters stage and I note that there is some information regarding scale in the Design and Access statement. However, at this stage can you please provide some detail in terms of the design principles and details you would look to put forward as part of the scheme?

Comment: The Quality of design is understood but this application is seeking the principle of different land uses most likely to attract investment in Bognor Regis. In Section 4 of the submitted D&A, the Design Principles are clearly set down whilst Section 5 expands in a little more detail. The same approach as per Phase 1 has been adopted as agreed with officers and approved by the LPA. Only when occupiers have been identified, in the case of Phase 1 being Rolls Royce, will details of the use, size, design and size of the buildings be known. This is why the flexible Outline Planning approach has been applied for. All matters of detail, which will ensure that a High Quality Design is met will be submitted as reserved matters once the principle of development has been approved by this application.

- Policy SO DM1 provides a significant level of detail in terms of protecting the District's Best and Most Versatile Land (albeit the policy has limited weight at this stage). The emerging Aldingbourne Neighbourhood Plan contains similar provisions. The proposed flood compensation area lies outside the settlement boundary both in current and emerging plans and appears to lie on Best and Most Versatile Agricultural Land. Can you please illustrate how the proposed development intends to address the criteria set out in this policy?

Comment: Please refer to the submitted D&A Statement. Most if not all the flood compensation area will remain in agricultural use.