

Development Management
Planning
Arun Civic Centre (Civic Centre Map)
Maltravers Road
Littlehampton
West Sussex
BN17 5LF

14th July 2021

PP Ref:
PP-09987942
Our Ref:
BMW063/GM

Dear Sir/ Madam,

**ROLLS-ROYCE MOTOR CARS LTD – APPLICATION FOR THE
CONSTRUCTION OF A STORAGE FACILITY WITHIN THE
ROLLS-ROYCE MOTOR CARS TECHNOLOGY AND LOGISTICS
CENTRE, NEWLANDS ROAD, BERSTED, PO22 9FJ**

APPLICATION FOR FULL PLANNING PERMISSION

David Lock Associates (DLA) are pleased to enclose the
aforementioned application for the proposed construction of a
storage facility on behalf of our clients, Rolls-Royce Motor Cars Ltd
(R-RMC).

The full description of development is:

*"Construction of a storage facility with associated works including
drainage and hard landscaping."*

It should be noted for the purposes of validation, this covering letter
also acts as a Design & Access Statement (and is covered by a
specific section within this letter).

Planning Application

The planning application comprises:

- Application form;
- Ownership certificate B under Article 14 of the Town and
Country Planning (Development Management Procedure)
(England) Order 2015;
- Fee in the sum of £6,468.00 (paid and processed separately
via the Planning Portal) and;
- CIL Additional Information Form.

DAVID LOCK ASSOCIATES LIMITED
50 North Thirteenth Street
Central Milton Keynes
Buckinghamshire
MK9 3BP

The following drawings comprise the full planning application plans:

- 30924-PL-201A Site Layout with External Structure Location;
- RR-CE-BCRi-00-XX-DR-A-A101 Ground Floor GA Plan;
- RR-CE-BCRi-RF-XX-DR-A-A105 Roof Plan;
- RR-CE-BCRi-ZZ-XX-DR-A-A201 Building Elevations;
- RR-CE-BCRi-ZZ-XX-DR-A-A300 GA Section A-A; and
- BMW063-001 Site Location Plan.

The following details also accompany the full planning application:

- As noted above, this covering letter acts as the requisite Design & Access Statement;

Context

Rolls-Royce Motor Cars (R-RMC) is a prestigious global luxury manufacturer with a distinctive and strong brand identity headquartered at Goodwood, Chichester. R-RMC has established itself as a major employer within the local area, including within Arun District.

R-RMC's Technology and Logistics Centre (TLC) in Bognor Regis received planning permission in 2014. The TLC has remained a crucial part of R-RMC's wider operations since opening. This site and its smooth operation are clearly of upmost importance to both the local and national economy. More than 5000 motor cars were hand-built at the Home of Rolls-Royce in 2019. The construction of this storage facility is a fundamental step in continuing to support the operational needs of the TLC at Bognor.

Site Context

The TLC is located to the north-east of Bognor Regis, on the edge of the urban area. It is accessed off the A29/A259 roundabout.

It comprises two warehouse buildings with a service yard between. Unit 2 is located in the north of the site, and Unit 1 is the larger building to the south of the site. The buildings are primarily used for storing spare parts and finished vehicles, supporting the R-RMC headquarters and manufacturing plant in Goodwood, Chichester.

Planning History and Existing Planning Permissions

A number of planning applications have been submitted on the site in previous years including the Temporary logistics building and ancillary development including service area. This application (BE/91/18/PL) was granted planning permission in July 2019 and is located south west of the proposed storage facility.

This permission partly covers the proposed development area (the proposed structure was to the south of the proposed position of this structure), and this structure was never ultimately constructed. Additionally, this was a specific temporary structure and therefore it is not appropriate to seek to revise this extant permission for this permanent structure. R-RMC can confirm that this structure will now not be constructed, and therefore this application effectively supersedes this.

A separate planning permission was also sought and granted in June 2019, for a temporary logistics building (BE/137/18/PL), however this too has not been constructed.

Other projects are being pursued at the TLC, as set out and explored through formal pre-application advice obtained in March 2021 (including this proposed development). As part of this, a planning application to convert part of the existing Unit 2 to provide a dealership training centre (BE/86/21/PL) is currently under determination.

Proposed Development

Rolls-Royce Motor Cars have been reviewing the operation of this site as a whole for some time and it has become apparent that a dedicated storage structure is required to store specialist containers used as part of the "just-in-time" automotive manufacturing process.

The storage facility itself will be of a simple architectural design making effective use of the space available between Unit 1 and 2 whilst enabling safe vehicle manoeuvring around the service yards located north and south of the storage facility.

The use of the proposed structure will be primarily for storage of specialist containers which include bespoke packaging from the parts used regularly for the manufacturing operations. Although not a residual amenity risk, these containers are required to be stored under cover on hard standing before they are removed from the site to comply with quality requirements.

Design & Access

Made of strong, steelwork supported by galvanised steel purlins, the storage facility will be 5 metres in height to the eaves, with the ridge height at approximately 8.3m. The proposed materials are very much in keeping with the design of the existing buildings located on the TLC site. The total area of the proposed building will be approximately 1000sqm with the north/south sides approximately 40m in length and the east/west sides approximately 25m in length. The drawings accompanying this application assist in illustrating the design of the structure. Due to the location and height of the proposed storage facility between existing buildings known as Units 1 and 2, the structure only be slightly visible from outside the campus. Additionally, there will be minimal impact upon countryside views as a result of the works located within the existing campus footprint.

The access to the site remains unchanged. Primary access to the new storage facility will be from the central western access into the campus. Access to the structure itself will be from the south service yard located north of Unit 1. This service yard will remain as existing as it provides sufficient space for safe vehicle manoeuvres to take place whilst serving the operations of the new proposed storage facility and Unit 1. All access to the building will be from the south, between the proposed structure and Unit 1. As this operation is already taking place at Bognor, there will be no additional vehicle trips as a result of this development.

Planning Policy

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of planning applications is made in accordance with the Development Plan unless material considerations indicate otherwise.

The development plan that relates to the proposed development is the Arun Local Plan 2011-2031 and the Bersted Neighbourhood Plan 2014-2029. In addition to the development plan, there are material considerations.

This section presents each policy related to the proposed development followed by how the policy has been addressed in the planning application to ensure that it complies with the development plan and other material considerations.

Local Plan 2011-31

Policy SD SP2 (Built-up Area Boundary) requires development proposals to be located within the Built Up Area Boundaries as defined on the Policies Map.

Policy EMP SP1 (Strategic Economic Growth) aims to protect and enhance existing and allocated employment sites and premises.

Policy EMP SP3 (Strategic Employment Land Allocations) lists the allocations for employment in the Local Plan, one of which is Oldlands Farm where the TLC is located.

Policy EMP DM2 (Enterprise Bognor Regis) supports a mix of employment uses subject to the following being addressed:

- Suitable upgrading and provision of access and/or junctions to the A29/A259 and Rowan Way as appropriate;
- A suitable Transport Assessment and Travel Plan demonstrating how the impacts of development can be mitigated and to improve a modal shift towards an increase in sustainable transport;
- Appropriate flood mitigation works;
- Connection to the existing sewerage system off-site at the nearest point of adequate capacity and where located within a flood risk area a sealed sewerage system;
- A suitable habitat assessment, and where necessary, mitigation measures to ensure no overall loss of biodiversity given the importance of the area in relation to wildlife, particularly protected species.
- Raise skills levels and increase employability;
- Tackle skills shortages in existing and potential business sector clusters that are, or have the potential to be, strengths in the local economy;

- Promote skills on strategic housing and employment sites particularly with regard to construction skills;
- Address barriers to employment for economically inactive people; and
- Provide for the development of childcare facilities within or close proximity to employment sites.

Policy D SP1 (Design) requires development proposals to seek to make efficient use of land but reflect the characteristics of the site and local area in their layout, landscaping, density, mix, scale, massing, character, materials, finish and architectural details. Development proposals should have been derived from: a thorough site analysis and context appraisal; adherence to objectives informing sustainable design (inclusivity, adaptability, security, attractiveness, usability, health and wellbeing, climate change mitigation and habitats); and the influence these objectives have on the form of the development.

Policy D DM1 (Aspects of form and design quality) says that the Council will have regard to the following aspects when considering development proposals:

- Character
- Appearance/attractiveness
- Impact
- Innovation
- Adaptability
- Crime prevention
- Trees and woodland
- Solar gain
- Public realm
- Layout / movement
- Layout / legibility
- Public art
- Density
- Scale

It is considered that the proposed development complies fully with the relevant adopted policies set out in the Local Plan as the principle of economic development on an existing site is supported and the design is in keeping with the design of the site and existing buildings.

Bersted Neighbourhood Plan

Policy EE1 (Business expansion) says that proposals to upgrade or extend existing employment sites will be supported provided that the impact on the amenities of surrounding properties is acceptable.

The proposals are fully compliant with this policy as the justification for this proposed development is to upgrade an existing employment site. It is also worth noting that there are no surrounding properties to this site that would be impacted by the development.

National Planning Policy Framework (NPPF)

National policy is set out within the National Planning Policy Framework (NPPF) which, at its heart, contains a presumption in favour of sustainable development.

Paragraph 7 of the NPPF establishes the purpose of the planning system, which is to contribute to the achievement of sustainable development performing an economic, social and environmental role. It identifies clearly that local planning authorities should approve development proposals that accord with an up-to-date development plan without delay.

Section 6 of the NPPF identifies the need to build a strong and competitive economy. Paragraph 80 states that 'significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development'.

Section 11 seeks to encourage the effective use of land, with Paragraph 118 encouraging local authorities to 'support the development of under-utilised land and buildings'.

It is considered that this development significantly enhances the operations and success of an existing business, strongly supporting the local and national economy. Additionally, the proposal also makes effective use of the site which is currently used as a service yard to serve the existing buildings rather than increasing the overall footprint of the campus to facilitate this development.

Vehicle Parking

The hardstanding on which the proposed structure is to be located is situated away from the key access points into the campus and the formal parking areas of the site will remain unaffected. There is no additional parking need associated with the proposed development (as described above). Space will be retained within the existing yard area for HGV trailer storage and movements, as required (and therefore will be unaffected by this proposed development).

Lighting

No additional external lighting is required as a result of the proposed development. Existing lighting will be retained on adjacent buildings which will be sufficient to serve the operations of the proposed development.

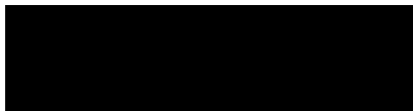
Employees

To clarify the approach taken on the application form (listing zero employees), R-RMC's employees operate on a site wide basis and the extensions will not specifically result in an increase or decrease of staff on site.

We trust that the information provided within this application package is satisfactory and enables a prompt determination of the planning application. This is a key project for R-RMC to maintain operation efficiency and is scheduled to proceed as soon as possible in 2021.

If you have any queries regarding the application or its contents, please do not hesitate to contact me.

Yours faithfully,



Charlie Brown MRTPI
ASSOCIATE

