

Proposed Security Enhancements

At Rolls Royce Motor Cars Ltd

TLC

Bognor Regis, West Sussex

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Client

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Design and Access Statement

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Introduction

Rolls Royce Motor Cars Ltd has been producing premium brand motor cars at Westhampnett for a number of years. The company has developed and recently extended the high quality buildings on site to develop the business further. The TLC at Bognor is another support facility to maintain production at its Westhampnett base.

Recent additions to the site, ie additional car parking, extended buildings, internal layout changes demonstrate Rolls Royce Motor Cars Ltd commitment to Chichester and Bognor supporting the local environment, community and ecology around the site.

The proposed application is relative small in scope but does improve security access and exit to an associate entrance while also providing a facility to smoke in.

This Design and Access Statement has been prepared to explain the changes to accommodate the Waste Management and its new location within the confines of Rolls Royce Manufacturing Ltd.

The Proposal

The proposal is to submit a planning application for :-

- A portacabin for security
- A smoking shelter zone
- Relocation of existing cycle shelters
- A fenced off compound and associated barriers

There will be no new road access entry points to the highways for the site as the existing access points are adequate.

The development will not be increasing the regularity of traffic nor will the development be increasing waste from the site. The proposed development only accommodates the indicated structures whilst maintaining most of the landscaping

The proposals are illustrated on drawings :-

1091 – 05 – Proposed plans

1091 – 10A – Site layout and location plan

1091 – 100 – Existing site layout

The Requirement.

Rolls Royce Motor Cars Ltd have a successful, premium brand product which is selling well across the world. The recent modifications to the manufacturing site, ie recent extensions and internal alterations, have provided Rolls Royce Motor Cars Ltd capacity to develop more bespoke cars to

its clients. As the Clients range of requirements have increased for their cars so has the Rolls Royce Motor Cars Ltd capacity to use far more variety of materials.

The site at Bognor stores many parts for the manufacturing process, and is used to provide a parts buffer in supporting the main site.

The TLC Bognor site has identified a number of security weak spots in which Rolls Royce Motor Cars Ltd want to address. The entrance/exit identified has already been improved by a fenced off area and turnstile in a previous application. Following a further security review and how the area is operating in reality, this area requires further improvements to ensure the flow of people in and out of the building does not impinge of security.

Therefore, the proposal will :-

- Increase security at breaktimes and main clocking in and out
- Provide a smoking shelter in a secure zone.
- Provide a security scanning device zone at a key entrance point.

The Site Access and surroundings

The site is surrounded by arable land to the north, east and west. To the south there is a developed retail park. The main vehicle access road is via the A29 Shripney Road, with access via the A259 relief road to the north and east of the site.

The site itself has its own landscaped boundary which is still developing. There is an intention with the development to construct a small path to gain access to the cycle shelters from the highway.

The proposals will not significantly alter any landscape features as the development is within the curtilage of developed land.

Approach and Entrances

As mentioned before, there will be no changes to the entrances or approach points to the site as stated in the previous items by virtue of this application. The access point from the A29 will still be in full use and will be used to provide commercial goods entry and exit from the site.

Circulation within the plant

The route as indicated on the site plan is the vehicle route to the car park and entrance. There will be no change to this. The HGVs will access the site from the relief road and circulate internally between the TLC 1 and 2 where necessary. The proposal does not change this process. The proposal does not restrict HGV manoeuvre space as indicated on the site layout plan.

Parking, Highway, Access and Servicing

The site contains within its boundaries significant parking for the company associates, as well as monitoring its own Green Travel Plan to encourage car sharing. There are no plans in this application to increase parking by virtue of the proposal. The proposal does remove 2no disabled parking bays. Due to the activity on the site, the disabled bays are not significantly used and there are a significant number on site (see existing layout plans).

As discussed previously, all HGV traffic access the site off the A259. The proposal will not change the vehicle movements off the highway.

Stormwater Controls

There is no intent to change the existing rainwater system to accommodate the works. The area is already hard standing and is adequately drained by the current system. The catchment area has not increased in size. The proposal simply covers an area that is already drained.

Wcs and office accommodation

The proposal includes for 1no portacabins on site to accommodate maximum 2no associates to manage the area and maintain security. The Portacabins will accommodate the security zone and a small tea making area only. Should the security staff require a break, the toilets and all other facilities are located in the main building.

The Design Issues and visual impact.

The proposal is to be constructed on an existing large tarmac surface that is indicated to be kept clear. The application site has been well maintained and used to drop any large products for the offices in the past. etc.

The application site is significantly away from the A29 and A259 which would define public view. The proposals are located to the front of the building but will be noticeable only upon the approach to the main building.

The small landscaped area will offer some screening but not much as the plants are low level. There will be no additional landscaping in the area as this will remove key production and logistic spaces. The existing landscaping will be maintained as is today.

The fencing and portacabin will be light grey in colour to blend with the existing building.

In summary, the visual impact of the proposal will be minor when looking from outside the site.

Planning Policy.

The Local Authority has embarked upon the update of its local plan. The proposal is a modest development adjacent to the existing car park and do not contravene the current policies of the local authority, or the conditions of the existing development.

The proposal, if approved, will support Rolls Royce Motor Cars maintain and improve security at a key site in its manufacturing process. The development creates and opportunity to maintain local staff by improving their working conditions. This is support of policies to create and maintain jobs and secure development.

Beyond this, the proposals:

- are contained within the existing and approved boundaries;
- are unlikely to create additional disturbance to residents. The nearest housing is some distance from the proposed works and the external canopy is also screened from view by localised ground conditions and mature landscape;
- no impact will be made on the surrounding countryside. Indeed the proposed works will not be complete invisible from the open countryside but will be small in scale to the existing development.

The Bognor facility has been expanding its workforce, and the proposals are needed to support the workforces workplace conditions, facilities and maintain security at a high level.

Summary

- Continued investment by Rolls Royce Motor Cars Ltd in a recently acquired site
- Modernising site infrastructure to maintain high quality car manufacture.
- Add new safe and secure spaces to its workforce.
- Minor visual impact
- Maintains existing landscaping

Appendix 1 Site map



Figure 1 - Aerial Photo

Appendix 2 Existing Photos



Figure 2 - Photo of existing



Figure 3 - Existing cycle shelters to be relocated

Appendix 3 Smoking shelter details

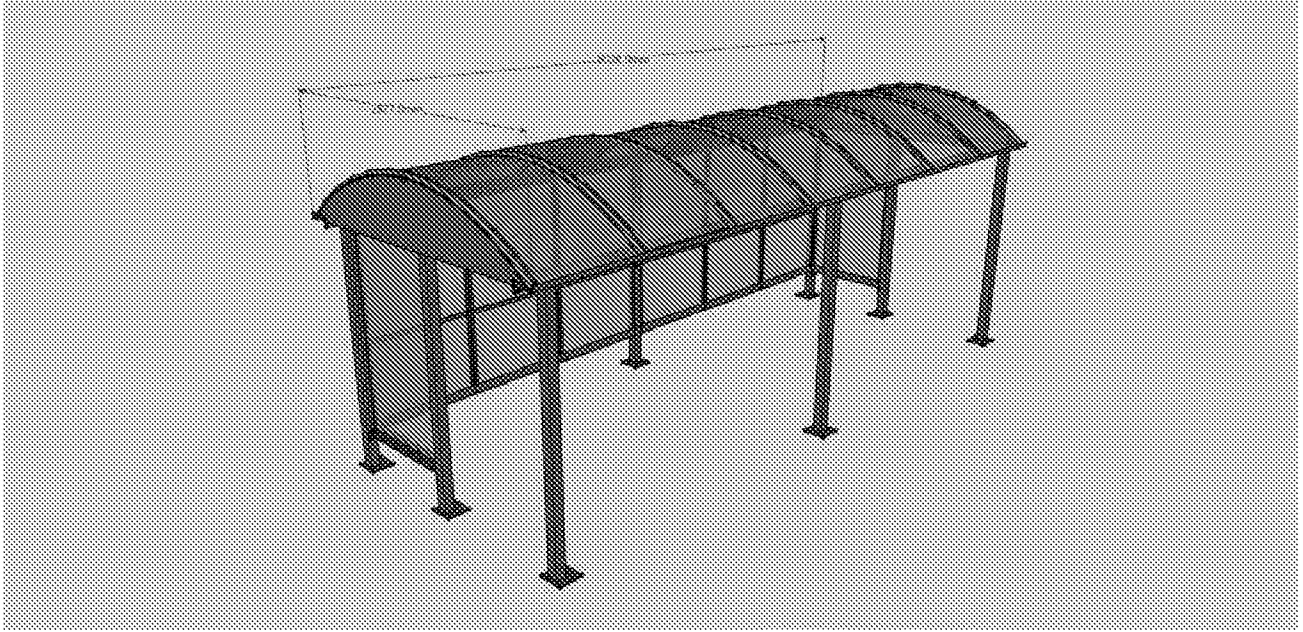


Figure 4 - Isometric View Front

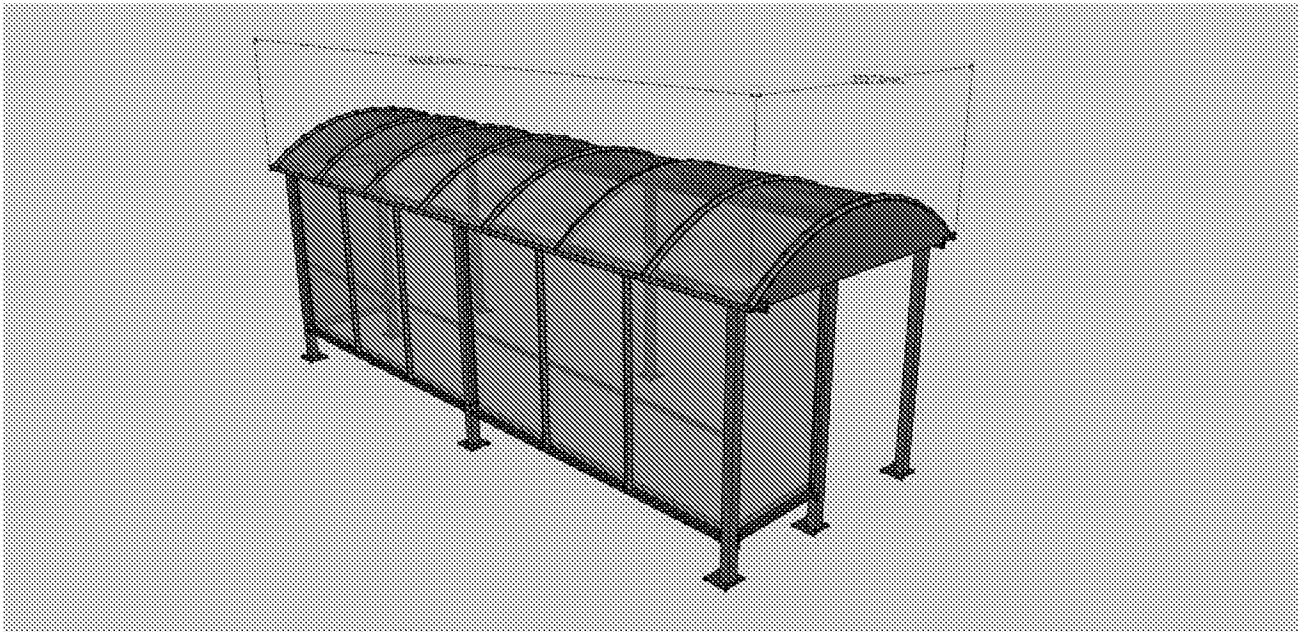


Figure 5 - Isometric View Rear

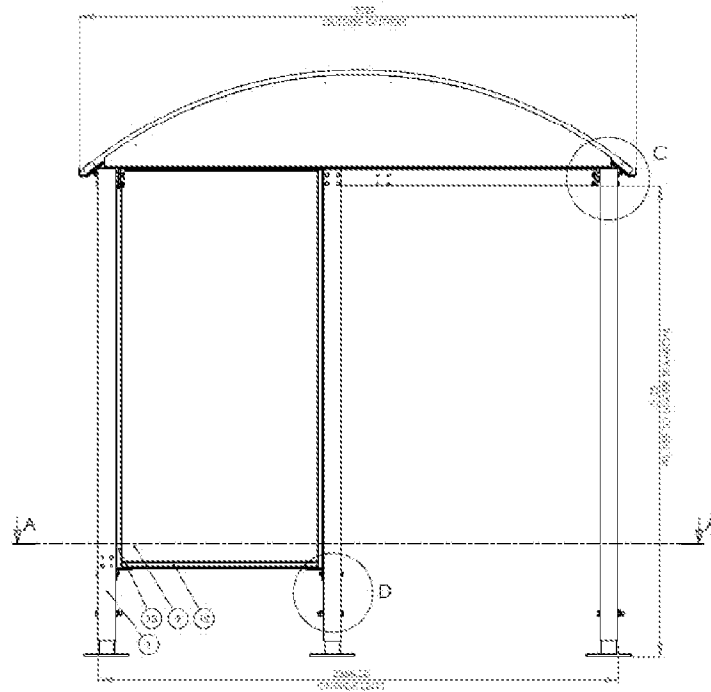


Figure 6 - Side elevation

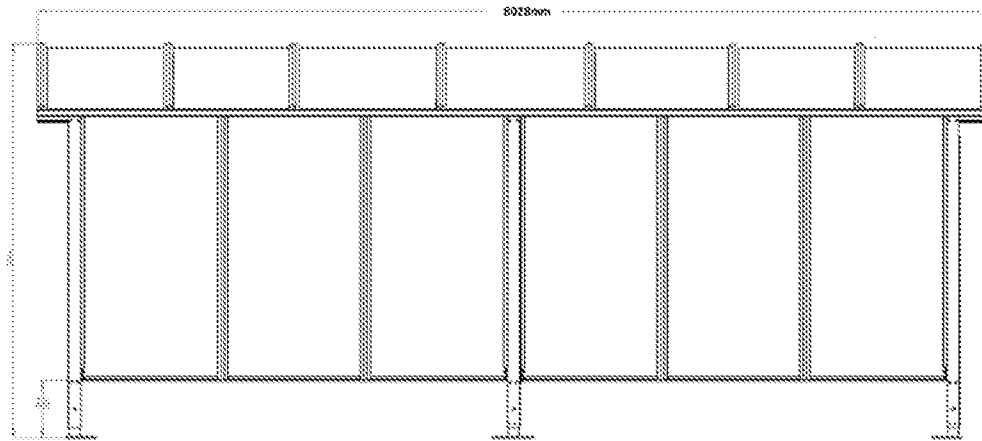


Figure 7 - Front Elevation

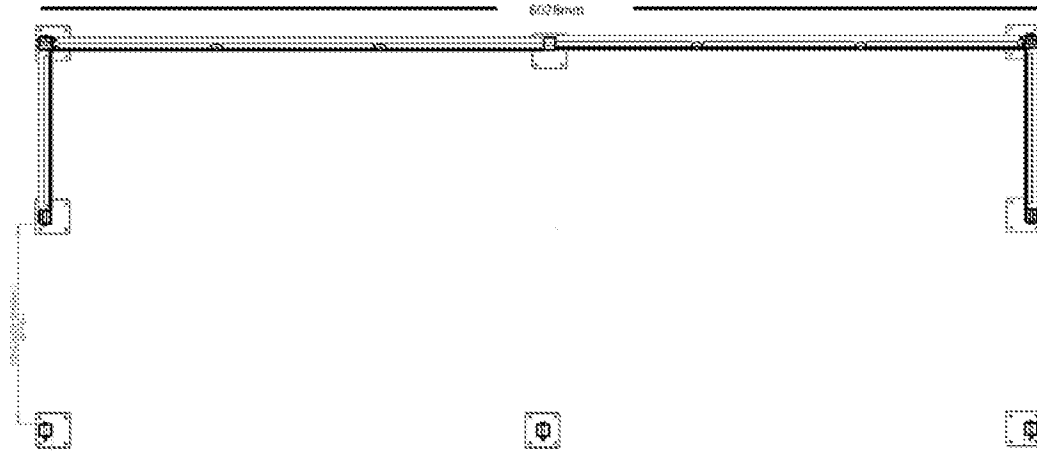


Figure 8 – Plan

Appendix 4 Flood map

Your proposed development is in an area with a low probability of flooding

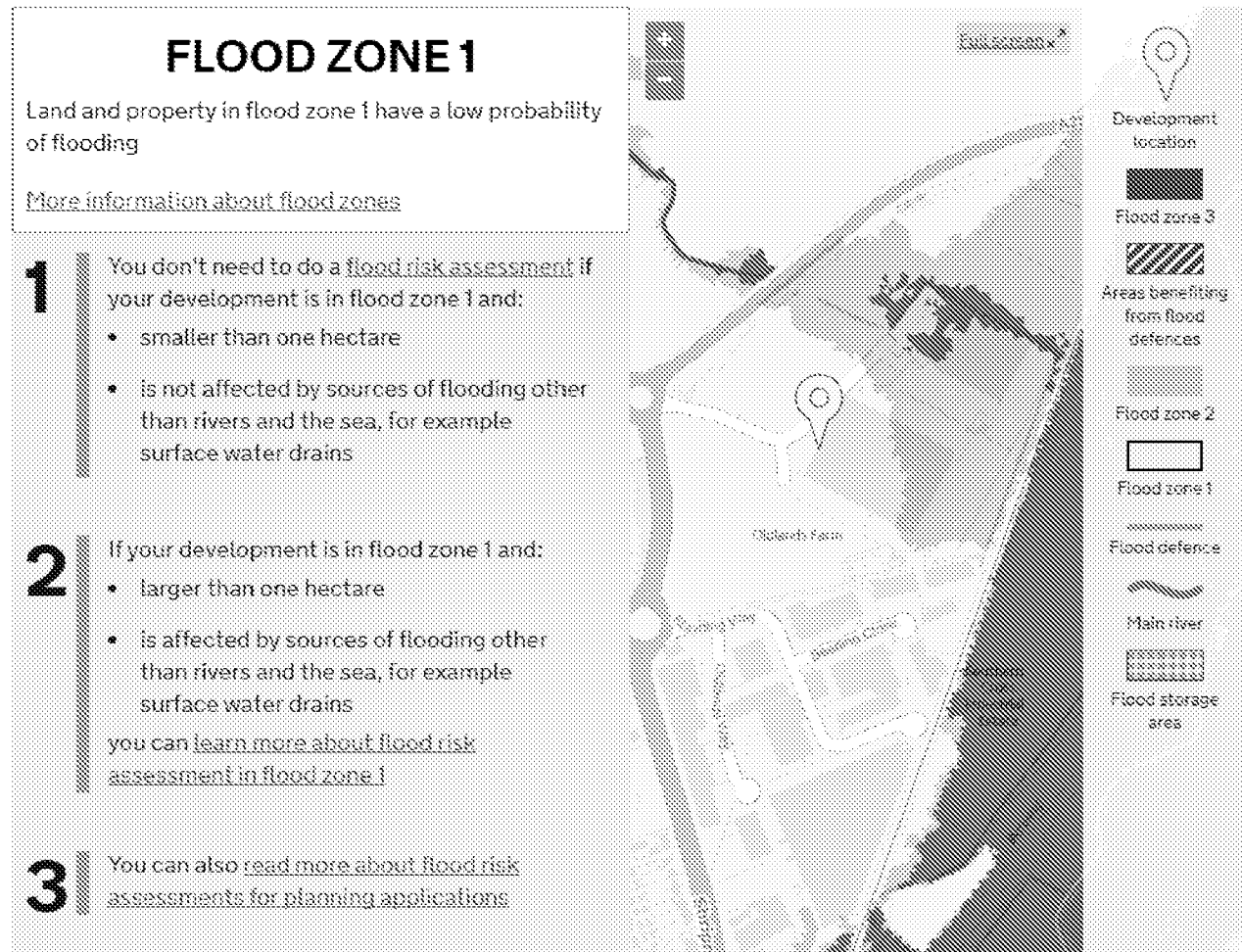


Figure 9 - Flood Map