

Highgate Transportation

**Allocated Strategic Employment Site
Land at Oldlands Farm
Newlands Road, Bognor Regis**

Proposal for 199,999sqft (GIA) of Employment Floorspace

**Technical Note
(HTp/24102/TN/01/A)**

February 2025

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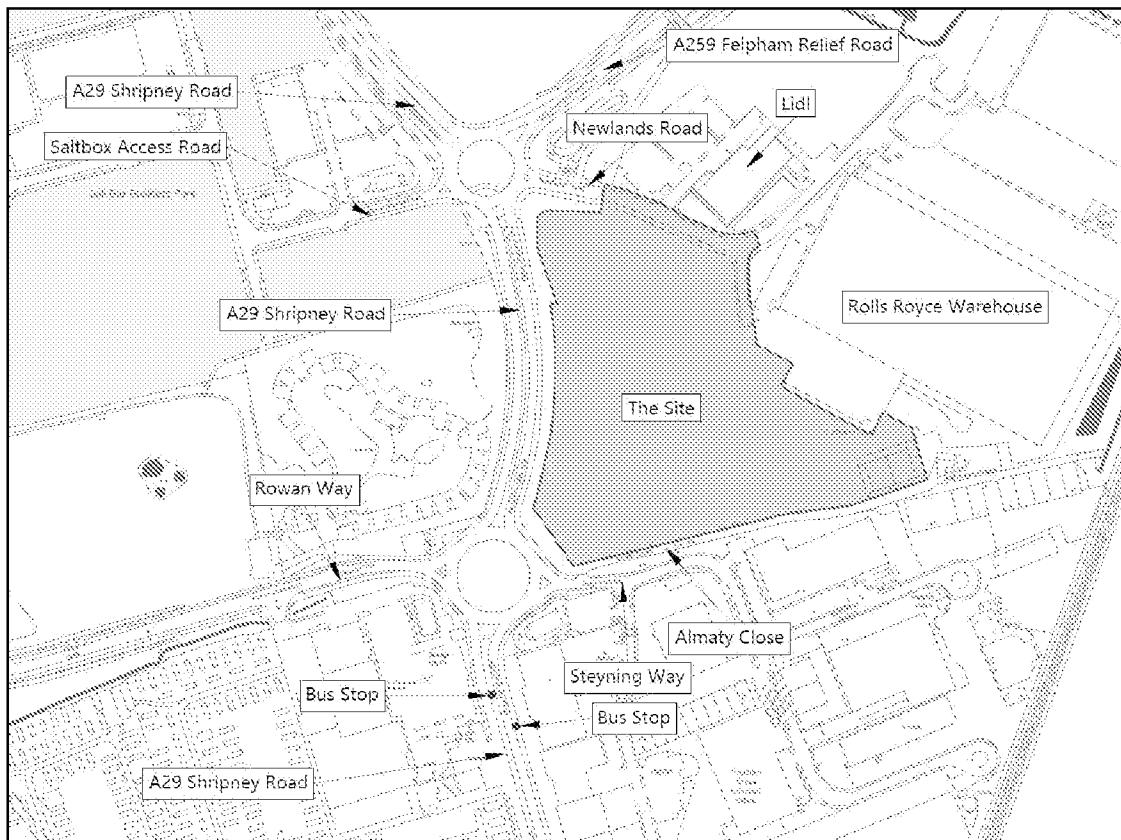
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1.0 Introduction

- 1.1 This Technical Note (24102/TN/01) has been prepared by Highgate Transportation Limited (HTp) to support the Reserved Matters submission by Panattoni for 199,999sqft (18,580sqm) Gross Internal Area (GIA) of Use Class B2/B8 with ancillary office provision, with associated infrastructure, parking and landscaping.
- 1.2 The application site will be accessed from the existing, purpose-built carriageway off Newlands Road, that was specifically created to serve the existing car park for the adjacent Rolls Royce site and with the intention of serving the future development of the application site. Newlands Road forms a fifth arm to the A29/A259 Saltbox Roundabout junction.
- 1.3 The site forms part of the Arun District Council (ADC) Strategic Employment Site 3 'Oldlands Farm'. The site is currently undeveloped land and is located to the east of the A29 Shripney Road, between the Saltbox and Rowan Way roundabouts. The location of the site and the surrounding area is shown in **Figure 1.1**.

Figure 1.1 – Site location and surrounding area



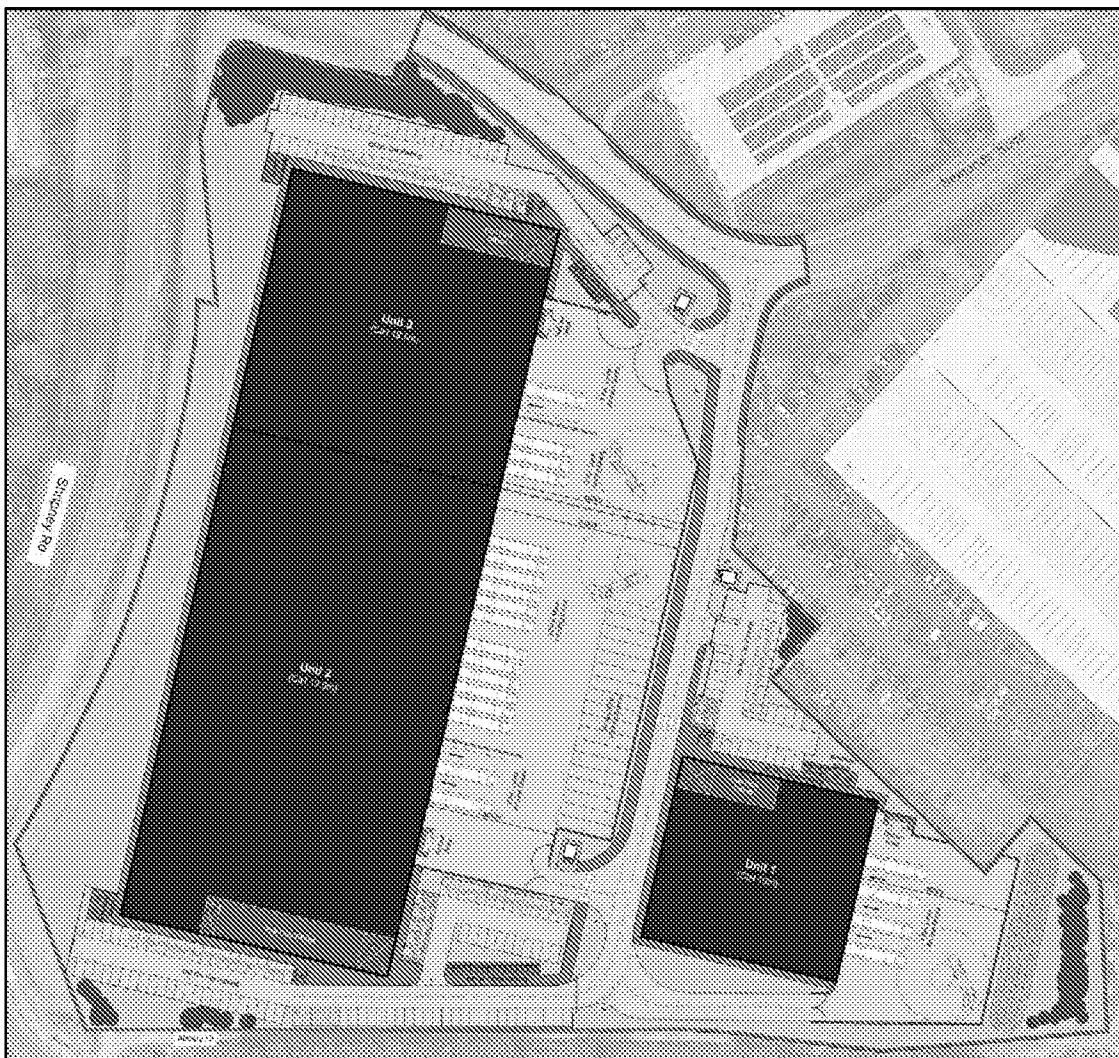
- 1.4 An outline application (ref: BE/150/22/OUT) for 18,580sqm was approved in October 2023. The application was supported by a Transport Assessment and Framework Travel Plan, also prepared by HTp. The application received no objection from West Sussex County Council (WSCC) Highways and National Highways. The decision notice is contained in **Appendix 1**, in which the principle of B2/B8 use has been established at the application site.

- 1.5 Subsequently, an application to discharge Condition 20 (ref: BE/119/23/DOC) was approved in December 2023. Condition 20 required an addendum transport assessment which assessed the impact of a parcel distribution use on the local highway network.
- 1.6 The assessment concluded that a parcel distribution centre at Oldlands Farm would not have an unacceptable impact on the safety, reliability, or operational efficiency of the SRN in the vicinity of the A27 with any impact mitigated to a 'nil detriment' scenario. The decision notice approving the discharge of the condition is contained in **Appendix 2**.
- 1.7 This Technical Note (HTp/24102/TN/01) will further the work carried out in the Transport Assessment which supported the outline application, and the Technical Note which supported the discharge of condition 20 application, and will include the following:
 - i. Confirmation of the proposed development quantum (being as per the outline consent floor area) and land use
 - ii. Confirmation that the expected trip attraction associated with the proposed development reflects that agreed for BE/150/22/OUT
 - iii. Confirmation that the car and cycle parking provision required for the three units has been shown and that the car park spaces proposed are easily accessible, demonstrated through swept path analysis
 - iv. Ensure that the layout can be accessed appropriately by service vehicles, demonstrated through swept path analysis
- 1.8 A Travel Plan (HTp/24102/TP/01, dated November 2024) has been prepared to support the Reserved Matters submission and is in accordance with BREEAM Guidance, with a BREEAM assessment (HTp/24102/TN/02) and BREEAM Checklist (HTp/24102/TN/03) also prepared by HTp.
- 1.9 It will be concluded that the proposed development under this Reserved Matters submission application is appropriate and will not have an unacceptable impact on the safety, reliability, or operational efficiency of the local highway network and Strategic Road Network in the vicinity of the A27.
- 1.10 Therefore, it is finally concluded that the proposed industrial/ warehouse B2/B8 unit is acceptable in highway terms.

2.0 Proposed Development

- 2.1 The proposed development is for 18,580sqm GIA of Use Class B2/B8 with ancillary office provision, associated infrastructure, parking and landscaping on land adjacent to the A29 via the spur and priority junction from Newlands Road, which currently serves the Rolls Royce car park. A new pedestrian/cycle access will be provided connecting the site to the A29 via the existing shared pedestrian/cycle path on Newlands Road.
- 2.2 Given the B2/B8 use class, two site layout options have been prepared, with the parking provision for both B2 and B8 uses set out. The Architect's proposed site layout plans are contained at **Appendix 3** with an extract of the B8 layout provided as **Figure 2.1**.

Figure 2.1 – Extract of Architect's B8 proposed site layout plan



- 2.3 The B8 layout proposals include:
 - i. Three separate industrial units and ancillary office space with a combined 18,580sqm GIA floor area
 - ii. The proposed development will include 200 car parking spaces, of which:
 - a. Unit 1 will have 36 car parking spaces
 - b. Unit 2 will have 106 car parking spaces

- c. Unit 3 will have 58 car parking spaces
- iii. 10 car parking spaces would be provided as accessible spaces (5%)
- iv. A minimum of 30% of car parking spaces for each unit will be provided with active electric vehicle charging, with the remaining parking spaces to be provided with ducting for future electric vehicle charging use
- v. 37 covered, overlooked and secure cycle parking spaces for staff (at a ratio of one cycle parking space per 500sqm) and 19 cycle parking spaces for visitors (at a ratio of 1 space per 1,000sqm)
- vi. A shared pedestrian/cycle path from the site that connects into the existing infrastructure on Newlands Road, which is accessible to all users
- vii. Loading yards, with gatehouse controlled access/egress and dock for up to 28 HGVs
- viii. 18 parking spaces for HGVs

2.4 The B2 layout proposals include:

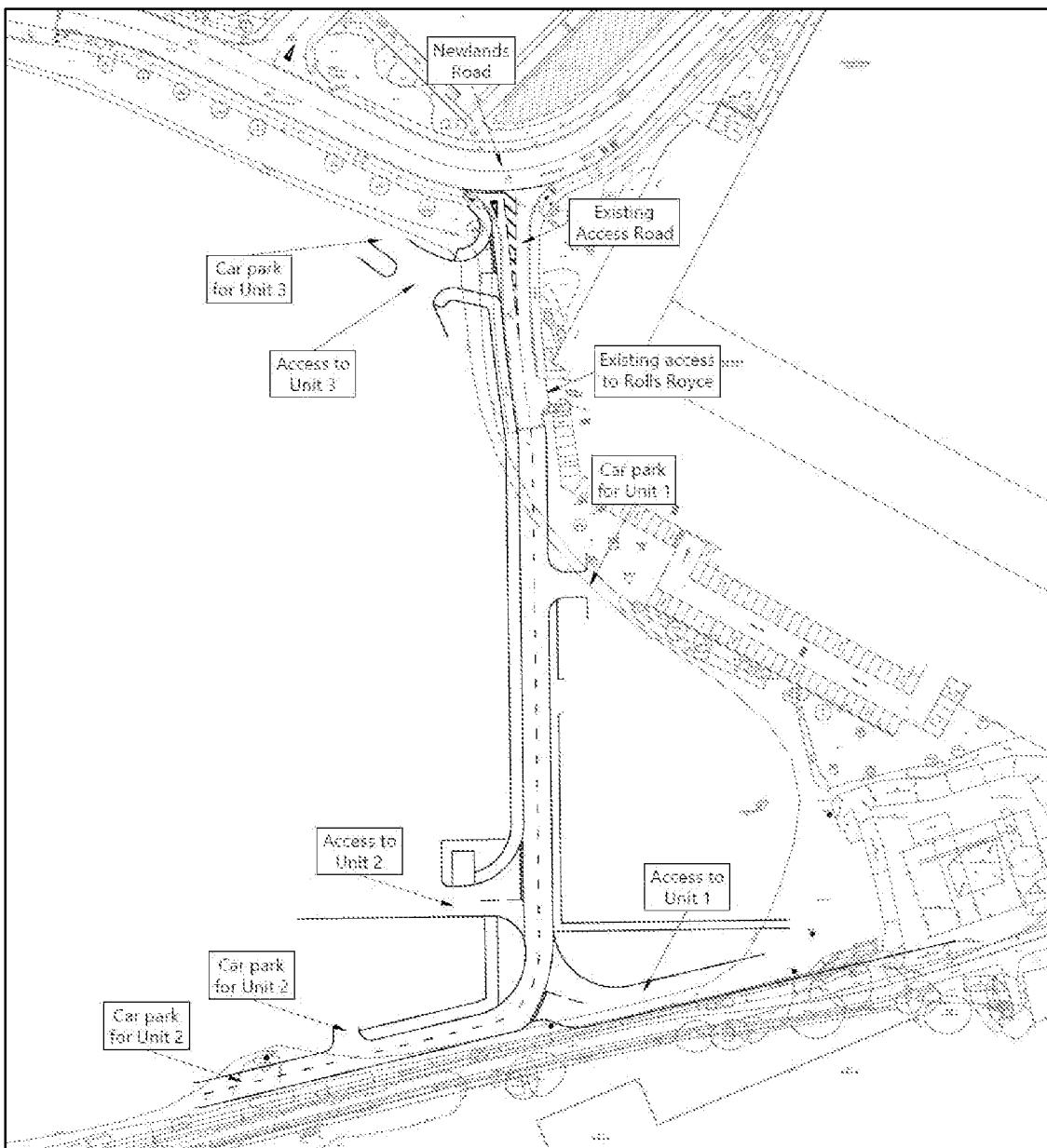
- i. Three separate industrial units and ancillary office space with a combined 18,580sqm GIA floor area
- ii. The proposed development will include 264 car parking spaces, of which:
 - a. Unit 1 will have 40 car parking spaces
 - b. Unit 2 will have 147 car parking spaces
 - c. Unit 3 will have 77 car parking spaces
- iii. 13 car parking spaces would be provided as accessible spaces (5%)
- iv. A minimum of 22% of car parking spaces for each unit will be provided with electric vehicle charging, with the remaining parking spaces to be provided with ducting for future electric vehicle charging use
- v. 93 covered, overlooked and secure cycle parking spaces for staff (at a ratio of one cycle parking space per 200sqm) and 37 cycle parking spaces for visitors (at a ratio of 1 space per 500sqm)
- vi. A shared pedestrian/cycle path from the site which connects into the existing infrastructure on Newlands Road, which is accessible to all users
- vii. Loading yards, with gatehouse controlled access/egress and docks for up to 27 HGVs

2.5 The Travel Plan (ref: HTp/24102/TP/01) prepared to support the BREEAM Assessment has informed the design team regarding parking provision, sustainability of the site and facilities for cyclists.

Access

2.6 The proposed access arrangements for the three units and the junction with Newlands Road shown on drawing HTp/24102/01, contained in **Appendix 4**, with an extract shown in **Figure 2.2**.

Figure 2.2 – Proposed access arrangements



- 2.7 It is proposed to undertake minor modifications to the spine road junction with Newlands Road to the western radius, relaxing to 8.0 metres and providing central hatching. This enables a HGV to enter the spine road, while another vehicle is waiting to leave. It is not proposed to make any modifications to the eastern radius.
- 2.8 The proposed access to unit 3 is circa 20 metres south of Newlands Road, with a minimum carriageway width of 6.1 metres, and an 11.5 metre wide access to the HGV loading area.
- 2.9 The existing spine road is proposed to be continued south from the existing carriageway to provide access to units 1 and 2.

2.10 The proposed access arrangements for the three units are also shown in drawing HTp/24102/01. The access road is between 6.7 to 7.3 metres wide with a 3.0 metre wide shared pedestrian/cycle path provided on the western side of the carriageway, and a 2.0 metre wide footway on the eastern side.

2.11 Swept path analysis of a 16.5 metre long HGV, which is considered the largest vehicle to visit the site is shown on drawing HTp/24102/TR/03, contained in **Appendix 5**. The swept path analysis demonstrates that the proposed access arrangements are appropriate.

2.12 Internal access visibility splays of 2.4 metres by 25 metres, appropriate for a 20mph road are shown on drawing HTp/24102/02, contained in **Appendix 6**.

Car Parking Provision

2.13 As part of the WSCC Highways pre-application discussions on the outline application for B2/B8 use, it was agreed with the highway officer that a car parking provision of one car parking space per 70sqm is acceptable.

2.14 As part of the Reserved Matters submission, a layout has been prepared for B8 use class with a total car parking provision 200 spaces, i.e. one parking space per 93sqm. This layout is providing a parking provision lower than the ratio of 1 parking space per 70sqm, however it is suitable given the ADC parking standards (dated January 2020) for B8 of 1 in 100sqm. This parking layout is therefore considered appropriate.

2.15 The layout prepared for a B2 use class, shows a total car parking provision of 264 spaces, i.e. a parking provision of 1 parking space per 70sqm.

2.16 It is therefore considered that the proposed parking provision for both the B2 and B8 uses are appropriate given that it is proposed that staff will be given access to a car club, with dedicated car club spaces, providing staff with a sustainable and affordable way to travel to and from work. Furthermore, as part of the outline application, it was agreed that the location of the site is sustainable by walking and cycling.

2.17 In line with local standards, 5% of the car parking spaces will be accessible.

2.18 In terms of the provision for electric vehicle charging, both layouts are demonstrating a total of 63 parking spaces with active charging facilities, including a minimum of one of the disabled bays for each unit. This is 24% of the total B2 parking provision and 32% of the B8 parking provision and therefore is appropriate. The EV Charging Provision layouts are contained in **Appendix 3**.

2.19 Swept path analysis of the proposed parking is provided in **Appendix 7**.

Cycle Parking Provision

2.20 Arun District Council's cycle parking standards are contained within their Parking Standards Supplementary Planning Document dated January 2020.

2.21 The standards set out the following recommended minimum provisions are as follows:

B2:

- i. 1 space per 200sqm for staff = 93 cycle parking spaces
- ii. 1 space per 500sqm for visitors = 37 cycle parking spaces

B8:

- i. 1 space per 500sqm for staff = 37 cycle parking spaces
- ii. 1 space per 1,000sqm for visitors = 19 cycle parking spaces

2.22 The proposed cycle parking provision is set out in **Table 2.1**.

Table 2.1 – Cycle parking

		B2	B8
Unit 1 (2,837sqm)	Staff	14	7
	Visitor	6	3
Unit 2 (10,325sqm)	Staff	51	30
	Visitor	21	10
Unit 3 (5,419sqm)	Staff	27	15
	Visitor	11	5
Total		130	70

2.23 From Table 2.1 it is clear that the parking provision for both use classes are in accordance with the standards, with the B8 use providing in excess of the minimum requirement.

2.24 The cycle parking is also above the minimum BREEAM requirement, which is as follows:

- i. Unit 1: 16 spaces
- ii. Unit 2: 39 spaces
- iii. Unit 3: 27 spaces

2.25 Showers, lockers and changing spaces will be provided for cyclists, as well as a cycle repair station provided within each cycle parking area. Additionally, cycle puncture repair kits will be available for staff.

Trip Attraction

2.26 As set out in **paragraphs 1.5 to 1.6**, Condition 20 of BE/119/23/DOC was approved in December 2023 and the assessment that supported the approval (HTp/22105/TN/03) included trip attraction for a parcel distribution centre, which is higher than the trip attraction rate for B2/B8 use.

2.27 Therefore, to provide a robust assessment of the potential trip attraction of the application site, it is considered appropriate to base the expected trip attraction on a parcel distribution centre.

2.28 The TRICS database (v 7.11.3) has been interrogated to calculate the number of trips that the 18,580sqm site will attract. The TRICS parameters used are as follows:

- i. 02 – Employment / G Parcel Distribution Centres
- ii. Multi-modal sites within Great Britain
- iii. GFA selected – 10,000sqm-22,679sqm
- iv. Use of weekday data (Saturdays and Sundays excluded)
- v. Edge of Town location types only

2.29 The full TRICS output files are contained in **Appendix 8**.

2.30 The trip rates and resultant multi-modal trips associated with 18,580sqm Parcel Distribution Centre for the AM and PM peak hours of 0800-0900 and 1700-1800 are set out in **Tables 2.1** and **2.2** respectively.

Table 2.1 – Parcel distribution centre trip rate

	Trip Rates (per 100sqm)				
	AM Peak Hour		PM Peak Hour		Daily
	Arrival	Departure	Arrival	Departure	
Total Vehicle	0.545	0.366	0.43	0.725	16.674
Cyclist	0.000	0.000	0.000	0.000	0.100
Pedestrian	0.000	0.006	0.000	0.000	0.024
OGV	0.116	0.051	0.045	0.103	4.236
Public Transport	0.032	0.000	0.019	0.026	1.487
Total People	0.578	0.347	0.443	0.764	18.368

Table 2.2 – Parcel distribution centre trip attraction

	Trip Rates (18,580sqm)				
	AM Peak Hour		PM Peak Hour		Daily
	Arrival	Departure	Arrival	Departure	
Total Vehicle	101	68	80	135	3,098
Cyclist	0	0	0	0	19
Pedestrian	0	1	0	0	4
OGV	22	9	8	19	787
Public Transport	6	0	4	5	276
Total People	107	64	82	142	3,413

2.31 From **Table 2.2**, it can be seen that the proposed development will result in 169 vehicle trips in the AM peak hour and 215 vehicle trips in the PM peak hour. This is the same as the approved trip attraction set out in Technical Note HTp/22105/TN/03 provided to the discharge Condition 20.

2.32 It is therefore confirmed that the expected trip attraction associated with the proposed development reflects that agreed for BE/150/22/OUT, which has been accepted by WSCC Highways and National Highways.

Collection of Waste and Recycling and Emergency Service Access

2.33 It is clear from the emerging site layout that the development can accommodate appropriate refuse collection around the site.

2.34 The swept path analysis contained in **Appendix 5** includes for HGVs up to 16.5 metres in length, as well as an 8.3 metre fire tender. From this is it clear that a refuse collection vehicle and an emergency vehicle can be sufficiently accommodated and that a fire tender can access all outer areas of the proposed building.

2.35 It is therefore concluded that the proposed layout is appropriate.

3.0 Summary and Conclusion

- 3.1 This Technical Note has been prepared by HTp to support the Reserved Matters submission by OLDLANDS JV LIMITED for 18,580sqm GIA of Use Class B2/B8 with ancillary office provision, associated infrastructure, parking and landscaping.
- 3.2 This Technical Note has furthered the work carried out in the Transport Assessment which supported the outline application, and the Technical Note which supported the discharge of Condition 20, and in summary the following has been confirmed:
 - i. The proposed development quantum as part of this Reserved Matters application is as per the outline consent floor area and the land use is B2/B8
 - ii. The proposed access arrangements for the three units and the junction with Newlands Road have been shown on drawing HTp/24102/01, and it has been confirmed through swept path analysis of a 16.5 metre long HGV that the access arrangements are appropriate
 - iii. The expected trip attraction associated with the proposed development reflects that agreed for BE/150/22/OUT, which is based on the parcel distribution trip rate provided to discharge condition 20, which was accepted by WSCC Highways and National Highways
 - iv. The car and cycle parking provision required for the three units has been shown and it has been demonstrated that the car park spaces proposed are easily accessible through swept path analysis
 - v. The proposed layout can be accessed appropriately by service vehicles, and this has been demonstrated through swept path analysis
- 3.3 It can therefore be concluded that the proposed development for this Reserved Matters application is appropriate and will not have an unacceptable impact on the safety, reliability, or operational efficiency of the local highway network and Strategic Road Network in the vicinity of the A27.
- 3.4 It is finally concluded that the proposed industrial/ warehouse B2/B8 unit is acceptable in highway terms.

Appendix 1

Outline Application (BE/150/22/OUT) Decision Notice



Application for Outline Consent

DECISION NOTICE

Application Ref: BE/150/22/OUT

1 To Addressee

Rapleys LLP
York House
York Street
Manchester
M2 3BB

2 Site Address

Land at Oldlands Farm
Newlands Road
Bognor Regis
PO22 9NN

3 Description of Development

Outline planning application with all matters reserved except access for the demolition of existing derelict building and erection of up to 18,580sqm of new industrial/warehouse (Use Class B2/B8) and ancillary offices (Use Class E (g)) floorspace.

4 In pursuance of their powers under this Act and related Orders and Regulations the Council **PERMIT** this development to be carried out in accordance with the application and plans and subject to compliance with the following conditions and Section 106 Agreement.

1 The permission hereby granted is an outline permission under s92 of the Town and Country Planning Act 1990 (as amended). An application for the approval of the Local Planning Authority for the following reserved matters (or part thereof under each phase or sub-phase of the development) must be made not later than the expiration of 3 years beginning with the date of this permission:-

- (a) Layout;
- (b) Scale;
- (c) Appearance; and
- (d) Landscaping.

Reason: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

2 The development hereby permitted shall be begun either before the expiration of 5 years from the date of this permission, or before expiration of 2 years from the date of approval of the last of the

reserved matters to be approved, whichever is the later.

Reason: To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

3 The development hereby approved shall be carried out in accordance with the following approved plans:

- Location Plan - Drawing no. S0001 Rev P02
- Proposed Access - Highgate Transportation - Drawing ref. 22105/01
- Proposed Access Visibility Splays - Highgate Transportation - Drawing ref. 22105/02

Reason: For the avoidance of doubt and in the interests of amenity and the environment in accordance with policy D DM1 of the Arun Local Plan.

4 No development above damp proof course (DPC) level shall take place unless and until a schedule of materials and finishes to be used for external walls (and roofs) of the proposed building(s) have been submitted to and approved by the Local Planning Authority.

Reason: To enable the Local Planning Authority to control the development in detail in the interests of amenity and character by endeavouring to achieve a building of visual quality in accordance with policy D DM1 of the Arun Local Plan.

5 Prior to the occupation of any part of the approved building, the applicant or developer shall provide electric vehicle charge points to serve the parking spaces associated with the approved building in accordance with the council's standards as set out in its Parking Standards SPD. This requires EV charging points in 30% of parking spaces (rising to 50% from 2028 & 100% from 2033) with electric ducting provided to all other spaces to make provision for these spaces to be upgraded in future. The individual charge points shall be in accordance with the technical requirements set out in Part S, section 6.2 of the Building Regulations 2010 (as amended). The electric vehicle charge points shall thereafter be retained and maintained in good working condition.

Reason: New petrol, diesel and hybrid cars/vans will not be sold beyond 2030, and to mitigate against any potential adverse impact of the development on local air quality, in accordance with policy QE DM3 (c) of the Arun Local Plan, the Arun Parking Standards SPD and the NPPF.

6 At least 10% of the predicted energy demands of the development shall be secured from decentralised and renewable or low carbon energy sources (as described in the glossary at Annex 2 of the NPPF). Details and a timetable of how this is to be achieved, including details of physical works on site, shall be submitted to and approved in writing by the Local Planning Authority before any development above damp proof course (DPC) level begins. The development shall be implemented in accordance with the approved details and timetable and retained as operational thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In order to secure on site renewable energy in accordance with national planning policy, and in accordance with Policy ECC SP2 of the Arun Local Plan.

7 The landscaping and layout particulars to be submitted in accordance with Condition 1 for any phase or sub phase shall include:

- i. Details of all existing trees and hedgerows on the land, showing which are to be retained and which removed;
- ii. Details of the positions, height, design, materials and type of boundary treatment to be provided;

- iii. Details of any proposed alterations in existing ground levels, and of the position of any proposed excavation, within the crown spread of any retained tree;
- vi. The detailed landscape design for the development including the layout and design of the public realm within the development.

No tree or hedge shall be felled, uprooted or otherwise removed before, during or after the construction period except where removal is indicated on a plan approved by the Local Planning Authority.

Reason: In the interests of amenity and of the environment of the development in accordance with Policies D DM1, HWB SP1, OSR DM1 and ENV DM4 of the Arun Local Plan 2011-2031.

8 No development including site access, demolition or associated construction activities shall commence unless and until all the existing trees/bushes/hedges to be retained on the site have been protected in accordance with a scheme submitted to the Local Planning Authority. Within the areas so fenced off the existing ground must not be cultivated, nor must it be lowered or raised or added to by the importation and spreading of top soil unless agreed by the Local Planning authority. There must be no materials, temporary buildings, plant machinery or surplus soil shall be placed or stored thereon without prior written approval of the Local Planning Authority.

No trenching should occur within the protective fencing surrounding the Root Protection Area. If roots requiring severance to allow for the passage of services is necessary then an arboriculturist would be required to assess and determine whether the loss of the roots would be detrimental to the continued health and stability of the affected tree.

Reason: To ensure the retention and maintenance of trees and vegetation which is an important feature of the area in accordance with policy ENV DM4 of the Arun Local Plan. This is required to be a pre commencement condition because it is necessary to ensure that trees are fully protected before the ground is disturbed and works commence.

9 Prior to commencement of the development hereby approved (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved in writing by the Local Planning Authority:

1. A Site Investigation Scheme, based on the Ashdown Site Investigation Ground Contamination Risk Assessment Report to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
2. Based on the Site Investigation Scheme and the detailed risk assessment, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
3. A Verification Plan providing details of the data that will be collected in order to demonstrate that the works set out in the options appraisal and remediation strategy are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Reason: To protect the amenity of local residents in accordance with Policy QE DM4 of the Adopted Arun Local Plan 2011 - 2031.

10 If during development, any visible contaminated or odorous material, (for example, asbestos containing material, stained soil, petrol / diesel / solvent odour, underground tanks or associated pipework) not previously identified, is found to be present at the site, no further development (unless otherwise expressly agreed in writing with the Local Planning Authority) shall be carried

out until it has been fully investigated using suitably qualified independent consultant(s). The Local Planning Authority must be informed immediately of the nature and degree of the contamination present and a method statement detailing how the unsuspected contamination shall be dealt with must be prepared and submitted to the Local Planning Authority for approval in writing before being implemented.

If no such contaminated material is identified during the development, a statement to this effect must be submitted in writing to the Local Planning Authority.

Reason: To protect the amenity of local residents in accordance with Policy QE DM4 of the Adopted Arun Local Plan 2011 - 2031.

11 No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:

- a) An indicative programme for carrying out of the works;
- b) Details of the arrangements for public engagement / consultation both prior to and continued liaison during the construction works;
- c) Measures to minimise the noise (including vibration) generated by the construction process to include hours of work, the careful selection of plant and machinery and use of noise mitigation barrier(s), to be in accordance with BS5228:2009;
- d) Details of any floodlighting, including location, height, type and direction of light sources and intensity of illumination;
- e) The parking of vehicles of site operatives and visitors;
- f) Loading and unloading of plant and materials, including permitted times for deliveries;
- g) Storage of plant and materials used in constructing the development;
- h) The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- i) A dust management plan produced in accordance with the Institute of Air Quality Management (IAQM) 'Assessment of dust from demolition and construction (2014);
- j) A scheme for recycling / disposing of waste resulting from demolition and construction works i.e. no burning permitted.

Reason: To protect the amenity of local residents in accordance with Policy QE DM1 of the Adopted Arun Local Plan 2011 - 2031.

12 No demolition/construction activities shall take place other than from 08:00 hours until 18:00 hours (Monday to Friday) and from 08:00 hours until 13:00 hours (Saturday) with no noisy work on Sunday or Bank/Public Holidays.

Reason: To protect the amenity of local residents in accordance with Policy QE SP1 of the Adopted Arun Local Plan 2011 - 2031.

13 No external lighting shall be installed until details have been submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development. This submission shall include a layout plan with beam orientation and a schedule of light equipment proposed (luminaire type; mounting height; aiming angles and luminaire profiles). The approved scheme shall be installed, maintained and operated in accordance with the approved details unless the Local Planning Authority gives its written consent to the variation.

The lighting scheme shall be designed to meet biodiversity requirements and shall identify those features on site that are particularly sensitive for bats and that are likely to cause disturbance

along important routes used for foraging; and show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent bats using their territory.

Reason: To protect the appearance of the area and local residents from light pollution and to allow the Local Planning Authority to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife and Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority habitats and species).

14 No development shall take place until the applicant has secured the implementation of a programmed of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority.

Reason: The site has the potential to contain unknown remains of archaeological importance which must be investigated in accordance with Policy HER DM6 of the Arun Local Plan 2011-2031.

15 a) Prior to the commencement of development details showing the proposed location of the required fire hydrants shall be submitted to and approved in writing by the Local Planning Authority in consultation with West Sussex County Council's Fire and Rescue Service. These approvals shall not be unreasonably withheld or delayed.

b) Prior to the first occupation of any units forming part of the proposed development the applicant will at their own expense install the required fire hydrants in the approved location to BS 750 standards or stored water supply and arrange for their connection to a water supply which is appropriate in terms of both pressure and volume for the purposes of fire fighting.

The fire hydrants shall thereafter be maintained as part of the development by the water undertaker at the expense of the Fire and Rescue Service if adopted as part of the public mains supply (Fire Services Act 2004) or by the owner/occupier if the installation is retained as a private network.

Reason: In the interests of amenity and in accordance with policy INF SP1 and TSP1 of the Arun Local Plan 2011-2031 and in accordance with The Fire & Rescue Service Act 2004.

16 All mitigation and enhancement measures and/or works shall be carried out in accordance with the details contained in the Ecological Impact Assessment (The Ecology Co-op, November 2022) as already submitted with the planning application and agreed in principle with the Local Planning Authority prior to determination.

This may include the appointment of an appropriately competent person e.g. an ecological clerk of works (ECoW) to provide on-site ecological expertise during construction. The appointed person shall undertake all activities, and works shall be carried out in accordance with the approved details.

Reason: To conserve and enhance protected and priority species and allow the Local Planning Authority to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife and Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority habitats and species).

17 Prior to the commencement of development a construction environmental management plan (CEMP: Biodiversity) shall be submitted to and approved in writing by the Local Planning Authority.

The CEMP (Biodiversity) shall include the following:

- a) Risk assessment of potentially damaging construction activities;
- b) Identification of "biodiversity protection zones";
- c) Reptile Method Statement;
- d) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements);
- e) The location and timing of sensitive works to avoid harm to biodiversity features;
- f) The times during construction when specialist ecologists need to be present on site to oversee works;
- g) Responsible persons and lines of communication;
- h) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person;
- i) Use of protective fences, exclusion barriers and warning signs; and
- j) Containment, control and removal of any invasive non-native species present on site.

The approved CEMP shall be adhered to and implemented through the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

Reason: To conserve protected and priority species and allow the Local Planning Authority to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife and Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority habitats and species).

18 Prior to the commencement of development above slab level a Biodiversity Enhancement Strategy for protected and priority species prepared by a suitably qualified ecologist shall be submitted to and approved in writing by the Local Planning Authority.

The content of the Biodiversity Enhancement Strategy shall include the following:

- a) Purpose and conservation objectives for the proposed enhancement measures;
- b) Detailed designs or produce descriptions to achieve stated objectives;
- c) locations, orientations and heights of proposed enhancement measures by appropriate maps and plans (where relevant);
- d) persons responsible for implementing the enhancement measures; and
- e) details of initial aftercare and long-term maintenance (where relevant).

The works shall be implemented in accordance with the approved details and shall be retained in that manner thereafter.

Reason: To enhance protected and priority species & habitats and allow the Local Planning Authority to discharge its duties under the NPPF 2021 and s40 of the NERC Act 2006 (Priority habitats & species).

19 Prior to beneficial use of the development a Landscape and Ecological Management Plan (LEMP) shall be submitted to, and be approved in writing by, the Local Planning Authority.

The content of the LEMP shall include the following:

- a) Description and evaluation of features to be managed;
- b) Ecological trends and constraints on site that might influence management;
- c) Aims and objectives of management;
- d) Appropriate management options for achieving aims and objectives;
- e) Prescriptions for management actions;
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward

over a five-year period;

- g) Details of the body or organisation responsible for the implementation of the plan; and
- h) Ongoing monitoring and remedial measures.

The LEMP shall also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme. The approved plan will be implemented in accordance with the approved details.

Reason: To allow the Local Planning Authority to discharge its duties under the Conservation of Habitats and Species Regulations 2017 (as amended), the Wildlife and Countryside Act 1981 (as amended) and s40 of the NERC Act 2006 (Priority habitats and species).

20 Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as amended) or any statutory instrument revoking and re-enacting that Order with or without modification the buildings hereby approved under this planning permission shall not be used for any use whose primary purpose is the receiving; processing and distribution/delivery of parcels and packages ("a parcel distribution use") within Use Class B8 (Storage and Distribution) unless the applicant has submitted and has had approved in writing by the local planning authority (in consultation with the local highway authority and National Highways) an addendum transport assessment which has been prepared in accordance with DfT Circular 01/2022 which assesses the impact of a parcel distribution use. The addendum transport assessment shall identify any necessary mitigation scheme(s) and this approved mitigation shall be implemented in full and open to all traffic prior to first use of the unit(s) as a parcel distribution unit.

Reason: To ensure that the A27 trunk road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980, to satisfy the reasonable requirements of road safety.

21 Prior to the commencement of construction works details of a proposed foul drainage system shall be submitted to and approved in writing by the Local Planning Authority (including details of its siting, design and subsequent management / maintenance) and the building shall not be occupied until works for the disposal of sewage have been fully implemented in accordance with the approved details.

Reason: To ensure that the proposed development has a satisfactory means of disposing of foul sewerage in accordance with policies W DM1 and W DM3 of the Arun Local Plan. This is required to be a pre-commencement condition because it is necessary to implement the foul water drainage system prior to commencing any building works.

22 Development shall not commence, other than works of site survey and investigation, until full details of the proposed surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The design should follow the hierarchy of preference for different types of surface water drainage disposal systems as set out in Approved Document H of the Building Regulations, and the recommendations of the SuDS Manual produced by CIRIA. Design considerations must take full account of the 'Supplementary Requirements for Surface Water Drainage Proposals' produced by Arun District Council, and are an overriding factor in terms of requirements. Winter groundwater monitoring to establish highest annual ground water levels and winter percolation testing to BRE 365, or similar approved, will be required to support the design of any infiltration drainage. No building / No part of the extended building shall be occupied until the complete surface water drainage system serving the property has been implemented in accordance with the agreed details and the details so agreed shall be maintained

in good working order in perpetuity.

Reason: To ensure that the proposed development is satisfactorily drained in accordance with policies W SP1, W DM1, W DM2 and W DM3 of the Arun Local Plan. This is required to be a pre-commencement condition because it is necessary to implement the surface water drainage system prior to commencing any building works.

23 The development shall not proceed until details have been submitted to and approved in writing by the Local Planning Authority for any proposals: to discharge flows to watercourses; or for the culverting, diversion, infilling or obstruction of any watercourse on or adjacent to the site. Any discharge to a watercourse must be at a rate no greater than the pre-development run-off values and in accordance with current policies. No construction is permitted, which will restrict current and future landowners from undertaking their riparian maintenance responsibilities in respect to any watercourse or culvert on or adjacent to the site.

Reason: To ensure that the proposed development is satisfactorily drained in accordance with policies W DM1, W DM2 and W DM3 of the Arun Local Plan. And to ensure that the duties and responsibilities, as required under the Land Drainage Act 1991, and amended by the Flood and Water Management Act 2010, can be fulfilled without additional impediment following the development completion. It is considered necessary for this to be a pre-commencement condition to protect existing watercourses prior to the construction commencing.

24 Development shall not commence until full details of the maintenance and management of the surface water drainage system is set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority. The manual is to include details of financial management and arrangements for the replacement of major components at the end of the manufacturer's recommended design life. Upon completed construction of the surface water drainage system, the owner or management company shall strictly adhere to and implement the recommendations contained within the manual.

Reason: To ensure that the proposed development is satisfactorily drained in accordance with policies W DM1, W DM2 and W DM3 of the Arun Local Plan. It is considered necessary for this to be a pre-commencement condition to ensure that the future maintenance and funding arrangements for the surface water disposal scheme are agreed before construction commences.

25 Immediately following implementation of the approved surface water drainage system and prior to occupation of any part of the development, the developer/applicant shall provide the Local Planning Authority with as-built drawings of the implemented scheme together with a completion report prepared by an independent engineer that confirms that the scheme was built in accordance with the approved drawing/s and is fit for purpose. The scheme shall thereafter be maintained in perpetuity.

Reason : To ensure that the proposed development is satisfactorily drained and in accordance with policies W SP1, W DM1, W DM2 and W DM3 of the Arun Local Plan.

26 Prior to the commencement of the development, the applicant shall submit an Employment and Skill Plan for the development to be approved in writing by the Local Planning Authority. Following approval, the developer will implement and promote the objectives of the plan.

Reason: In accordance with Policy SKILLS SP1 of the Arun Local Plan. It is necessary for this to be a pre-commencement condition as it relates to the construction phase of development.

27 The details of the buildings submitted in relation to scale and design pursuant to Condition 1 shall ensure that the development not exceed a maximum height of 15.74m above ground level or 19.232m Above Ordnance Datum (AOD).

Reason: In interests of amenity in accordance with policy D DM1 of the Arun Local Plan.

INFORMATIVE: Infiltration rates for soakage structures are to be based on percolation tests undertaken in the winter period and at the location and depth of the proposed structures. The infiltration tests must be carried out in accordance with BRE365, CIRIA R156 or a similar approved method. All design storms must include a climate change allowance, as per <https://www.gov.uk/guidance/flood-risk-assessments-climate-change-allowances>, on stored volumes or rainfall intensity. Infiltration structures must cater for the critical 1 in 10 year storm event, (plus 40%) between the invert of the entry pipe to the soakaway and the base of the structure. All surface water drainage designs must also have provision to ensure there is capacity in the system to contain the critical 1 in 100 year storm event (plus 45%).

Freeboard is to be provided between the base of the infiltration structure and the highest recorded groundwater level identified in that location. Ideally this should be 1 metre where possible, as stated in the CIRIA Suds Manual guidance. However, on the coastal plain in particular, where geology dictates and where shallow perched/tidally influenced water tables are often present, this is unlikely to be achievable irrespective of this, infiltration must still be fully considered. Therefore, to maximise this potential and avoid utilising other less favourable methods of surface water disposal, the bases of infiltration structures are permitted to be immediately above the peak recorded groundwater levels where it is deemed necessary.

In areas where an aquifer is to be protected (subject to guidance from the Environment Agency) then a minimum 1 metre freeboard must be provided.

Suitable water treatment is required upstream to the point of discharge in all circumstances to minimise any groundwater pollution risk or detriment to the drainage network.

Any SuDS or soakaway design must include adequate groundwater monitoring data to determine the highest groundwater table in support of the design. The applicant is advised to discuss the extend of ground water monitoring with the council's engineers.

Supplementary guidance notes regarding surface water drainage are located at <https://www.arun.gov.uk/drainage-planning-consultations> on Arun District Council's website. A surface water drainage checklist is available on Arun District Council's website, this should be submitted with a Discharge of Conditions Application. Reference should also be made to the 'West Sussex LLFA Policy for the Management of Surface Water'.

INFORMATIVE: Under Section 23 of the Land Drainage Act 1991 Land Drainage Consent must be sought from the Lead Local Flood Authority (West Sussex County Council), or its agent (Arun District Council land.drainage@arun.gov.uk), prior to starting any works (temporary or permanent) that affect the flow of water in an ordinary watercourse. Such works may include culverting, channel diversion, discharge of flows, connections, headwalls and the installation of trash screens.

The development layout must take account of any existing watercourses (open or culverted) to ensure that future access for maintenance is not restricted. No development is permitted within 3m of the bank of an ordinary watercourse, or 3m of a culverted ordinary watercourse.

INFORMATIVE: If during construction works, it becomes apparent that implementation cannot be carried in accordance with previously agreed details any resubmission of the drainage design must be accompanied by an updated copy of the management manual.

INFORMATIVE: A surface water drainage verification condition guidance note is available at <https://www.arun.gov.uk/drainage-planning-consultations>, this clearly sets out our requirements for discharging this condition

INFORMATIVE: The applicant should note that under Part 1 of the Wildlife and Countryside Act 1981, with only a few exceptions, it is an offence for any person to intentionally take, damage or destroy the nest of any

wild birds while the nest is in use or being built. Birds nest between March and September and therefore removal of dense bushes, ivy or trees or parts of trees etc. during this period could lead to an offence under the act.

INFORMATIVE: This notice does not give authority to destroy or damage a bat roost or disturb a bat. Bat species are protected under Section 39 of the 1994 Conservation (Natural Habitats etc) Regulations (as amended), the 1981 Wildlife and Countryside Act (as amended) and the 2000 Countryside and Rights of Way Act. It is illegal to damage or destroy any bat roost, whether occupied or not, or disturb or harm a bat. If you are aware that bats roost in a tree(s) for which work is planned, you should take further advice from Natural England (via the Bat Conservation Trust on 0345 1300228) or an ecological consultant before you start. If bats are discovered during the work, you must stop immediately and contact Natural England before continuing.

INFORMATIVE: Statement pursuant to Article 35 of the Town and Country Planning (Development Management Procedure) (England) Order 2015. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.



Neil Crowther
Group Head of Planning

Case Officer:	Mr D Easton	Arun District Council The Arun Civic Centre Maltravers Road Littlehampton West Sussex BN17 5LF
Decision Issued:	5th October 2023	

IT IS IMPORTANT THAT YOU READ THE NOTES ATTACHED TO THIS DOCUMENT

APPEALS TO THE SECRETARY OF STATE

If you are aggrieved by the decision of your local planning authority to refuse permission for the proposed development or to grant it subject to conditions, then you can appeal to the Secretary of State under section 78 of the Town and Country Planning Act 1990.

If this is a decision on a planning application relating to the same or substantially the same land and development as is already the subject of an enforcement notice, and you want to appeal against this planning application decision, then you must do so within 28 days of the date of this notice.

If an enforcement notice is served relating to the same or substantially the same land and development as in your application and you want to appeal against this planning application decision, then you must do so within 28 days of the date of service of the enforcement notice, or within 6 months of the date of this notice, whichever period expires earlier.

Otherwise, if you want to appeal against this decision then you must do so within 6 months of the date of this notice.

Appeals must be using a form which you can get from the Secretary of State at Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN (Tel: 0303 444 5000) or online at <http://acp.planninginspectorate.gov.uk>

The Secretary of State can allow a longer period for giving notice of an appeal but will not normally be prepared to use this power unless there are special circumstances which excuse the delay in giving notice of appeal.

The Secretary of State need not consider an appeal if it seems to the Secretary of State that the local planning authority could not have granted planning permission for the proposed development or could not have granted it without the conditions they imposed, having regard to the statutory requirements, to the provisions of any development order and to any directions given under a development order.

If you intend to submit an appeal that you would like examined by inquiry then you must send notice to the Local Planning Authority and Planning Inspectorate(inquiryappeals@planninginspectorate.gov.uk) at least 10 days before submitting the appeal. Further details can be found at www.GOV.uk

PURCHASE NOTICES

If either the local planning authority or the Secretary of State refused permission to develop land or grants it subject to conditions, the owner may claim that he can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council (that is, where the land is situated in a National Park, the National Park authority for the Park, or in any other case the district council in whose area the land is situated). This notice will require the Council to purchase the owner's interest in the land in accordance with the provisions of Chapter 1 of Part VI of the Town & Country Planning Act 1990.

Please note that this decision notice only relates to matters under the Planning Acts and does not give consent under any other legislation that may apply to the development. You will need to carry out your own checks to determine whether any other consents or permissions are required. For example, the Building Regulations are likely to apply to most developments, and a Highways Licence may be required from West Sussex County Council for any development within the public highway (including the placing of skips on

highway land).

Appendix 2

Discharge of Condition 20 (BE/119/23/DOC) Decision Notice



Arun District Council
Arun Civic Centre
Maltravers Road
Littlehampton
West Sussex BN17 5LF
Planning & Building Control General Enquiries
Tel: (01903) 737756 Fax: (01903) 730442
Dx: 57406 Littlehampton
Minicom: 01903 732765
e-mail: planning@arun.gov.uk
website: www.arun.gov.uk/planning

Rapleys
York House
York Street
Manchester
M2 3BB

Date: 20th December 2023
Please ask for: Mr D Easton
Tel: 01903 737500 ex37361

Your Ref:

Our Ref: BE/119/23/DOC

Dear Mr Wheelwright,

Town & Country Planning Act 1990 (as amended)

Town and Country Planning (Development Management Procedure) (England) Order 2015

Approval of details reserved by condition imposed under BE/150/22/OUT relating to condition 20- addendum to Transport Assessment.

Land at Oldlands Farm Newlands Road Bognor Regis PO22 9NN

Notification regarding the above application:

Condition Number 20

Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as amended) or any statutory instrument revoking and re-enacting that Order with or without modification the buildings hereby approved under this planning permission shall not be used for any use whose primary purpose is the receiving, processing and distribution/delivery of parcels and packages ("a parcel distribution use") within Use Class B8 (Storage and Distribution) unless the applicant has submitted an has had approved in writing by the local planning authority (in consultation with the local highway authority and National Highways) an addendum transport assessment which has been prepared in accordance with DfT Circular 01/2022 which assesses the impact of a parcel distribution use. The addendum transport assessment shall identify any necessary mitigation scheme(s) and this approved mitigation shall be implemented in full and open to all traffic prior to first use of the unit(s) as a parcel distribution unit.

Reason: To ensure that the A27 trunk road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980, to satisfy the reasonable requirements of road safety.

Decision:

Arun District Council have decided to **APPROVE details reserved by this condition**

Condition 20 was imposed to address concerns of National Highways as to the potential for additional impacts upon the operation of the Strategic Road Network (SRN) junctions associated with a parcel distribution use rather than the B8 use tested as part of the outline permission.

National Highways have been consulted on the Transport Assessment Addendum and have confirmed that the trip generation figures and subsequent distribution of those trips on the SRN would not result in any material change in conditions at junctions (including safety considerations) which would require mitigation.

Therefore, the requirements of the condition have been met and the condition can be discharged insofar as it relates to the details specified by '22105/TN/03/A - Addendum to Transport Assessment ref HTp/22105/TA/01' dated October 2023.

Please do not hesitate to contact the above officer if you require any further assistance.

Yours sincerely

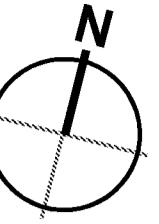
A handwritten signature in black ink, appearing to read 'Neil' followed by a surname starting with 'Crowther'.

Neil Crowther
Group Head of Planning

Appendix 3

Architect's Proposed Site Layout Plans and EV Charging Provision Plans





Schedule of Accommodation

Total GIA	-	199,999 ft ² (18,580 m ²)
Total GEA	-	203,864 ft ² (18,939 m ²)
Site Area	-	11.94 acres 4.83 ha
Site Density GIA	-	39.61%
Site Density GEA	-	40.37%

Unit 1

Warehouse Area	-	27,481 ft ² (2,553 m ²)
Office Area (incl. GF core)	-	3,053 ft ² (284 m ²)
Unit 1 GIA	-	30,534 ft ² (2,837 m ²)
Unit 1 GEA	-	31,576 ft ² (2,933 m ²)

Unit 2

Warehouse Area	-	104,278 ft ² (9,688 m ²)
Office Area (incl. GF core)	-	6,859 ft ² (637 m ²)
Unit 2 GIA	-	111,137 ft ² (10,325 m ²)
Unit 2 GEA	-	112,880 ft ² (10,487 m ²)

Unit 3

Warehouse Area	-	54,399 ft ² (5,054 m ²)
Office Area (incl. GF core)	-	3,929 ft ² (365 m ²)
Unit 3 GIA	-	58,328 ft ² (5,419 m ²)
Unit 3 GEA	-	59,408 ft ² (5,519 m ²)

P03	Drawing revised to show updated cycle parking numbers following comments from transport consultant	AMQ AJL 20.11.24
P02	Drawing revised to show parking at 1:70 standard following comments from transport consultant	AMQ AJL 15.11.24
P01	Initial Issue	AMQ AJL 13.11.24
rev	amendments	by ckd date

Oldlands Farm Phase 3, Newlands Road, Bognor Regis

B2 Site Layout

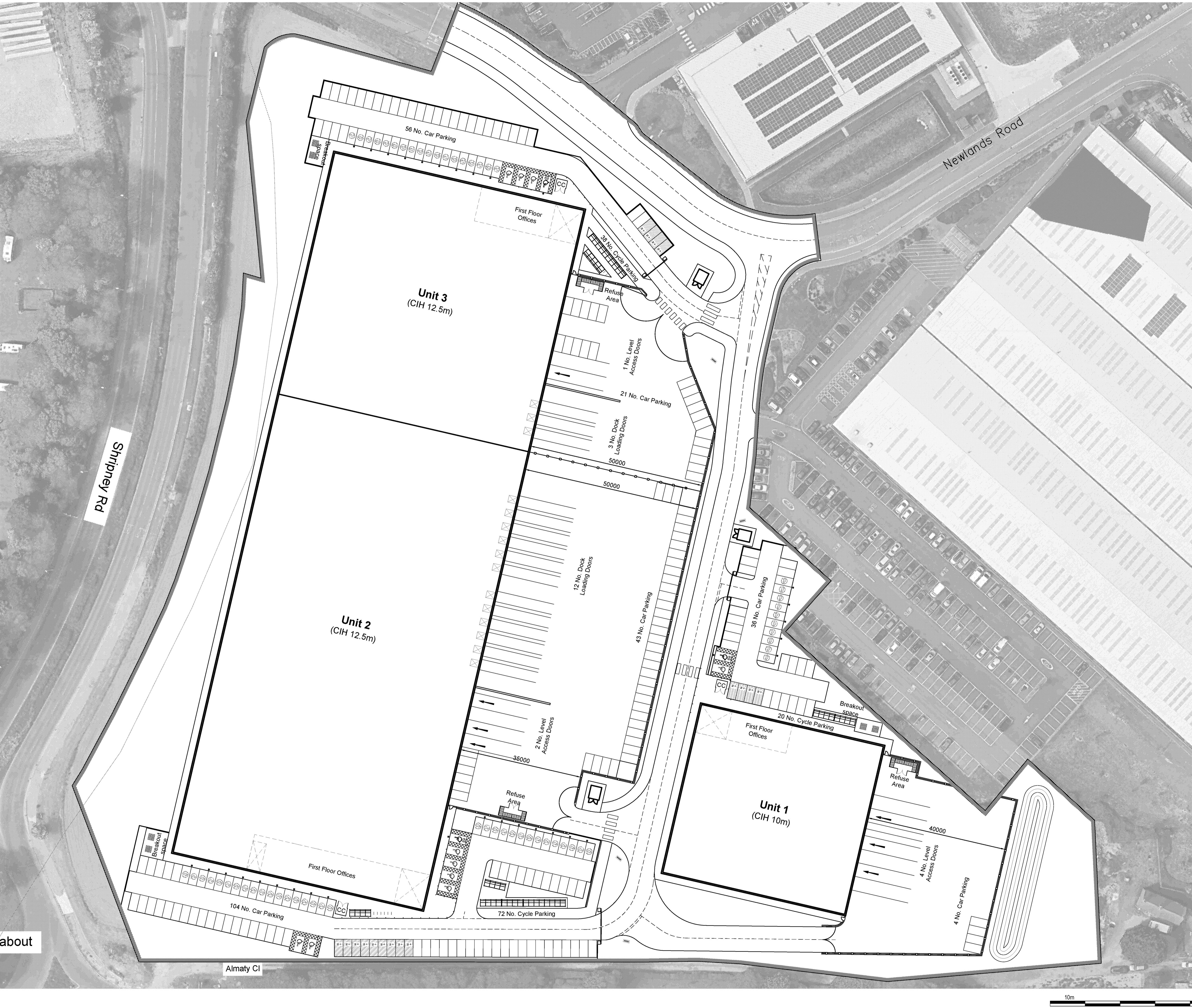
LOD 1	LOI 1
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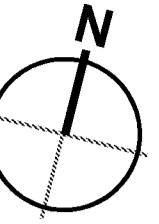
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umc
architects

Newark Beacon, Caffordia Way, Newark, Nottinghamshire NG24 2TN
+44 (0)1639 853527 | info@umcarchitects.com

RIBA PoW Stage: 3 - Spatial Coordination
Document Suitability: S1
Drawn / Checked: AMQ / AJL
Date: 11/11/2024
Scale: 1:500 A1
UMC Project Number: 23381
Document Reference: Drawing no: Revision:
23361 - UMC - ZZZZ - SI - DR - A 0002 P03





Schedule of Accommodation

Total GIA	-	199,999 ft ²	(18,580 m ²)
Total GEA	-	203,864 ft ²	(18,939 m ²)
Site Area	-	11.94 acres	4.83 ha
Site Density GIA	-	39.61%	
Site Density GEA	-	40.37%	

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Unit 3 GEA	-	59,408 ft ²	(5,519 m ²)

203 No: Ducting to be provided for future EV. EV to achieve 100% by 2033.

63 No: Proposed EV

P01 Initial Issue AMQ AJL 28.01.25
rev | amendments by | ckd | date

Oldlands Farm Phase 3, Newlands Road, Bognor Regis

EV Charging provision - B2 Layout

LOD 1 LOI 1

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RIBA PoW Stage: 3 - Spatial Coordination
Document Suitability: S1
Drawn / Checked: AMQ / AJL
Date: 28/01/2025
Scale: 1:500 A1
UMC Project Number: 23381
Document Reference: Drawing no: Revision:
23361 - UMC - ZZZZ - SI - DR - A 0603 P01



Appendix 4

Proposed Access Arrangements