

1. Introduction

- 1.1 ASDA Stores Ltd (the "Applicant") is seeking to obtain outline planning permission for the development of a food store and business park at land at Oldlands Farm, Bognor Regis ("the Proposed Development" or "the Proposals").
- 1.2 The Site covers an area of approximately 8.8 hectares and comprises undeveloped agricultural land situated between the Shripney and South Berstead areas of Bognor Regis ("the Site") (Figure 1.1, 1.2).
- 1.3 The Proposed Development constitutes 'EIA Development' under the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 (SI 1999/293) ("the EIA Regulations") pursuant to Category 10a (industrial estate development projects) and 10b (urban development projects) of Schedule 2 of the EIA Regulations. Consequently, an Environmental Impact Assessment (EIA) of the Proposed Development has been undertaken, the results of which are presented in this document, an Environmental Statement (ES), which is submitted with the planning application.
- 1.4 The outline proposals tested by this Environmental Impact Assessment are illustrated on a Parameters Assessment Plan located at Figure 1.3.
- 1.5 The planning application is being submitted by Drivers Jonas on behalf of the Applicant.

Environmental Issues

Scoping

- 1.6 The Proposals were the subject of an initial in-house scoping exercise to identify any likely significant environmental effects that may arise from the construction and operational phases. A Scoping Report (Appendix 1.4) was compiled and Scoping Opinion subsequently sought (Appendix 1.3) from Arun District Council (ADC). ADC's response to the request is contained at Appendix 1.5.
- 1.7 The results of the Scoping exercise have determined the coverage of the Environmental Impact Assessment (EIA). A summary of the in-house Scoping process is set out below and identifies the issues considered in further detail within this ES.

Table 1.1 Environmental Statement Scoping Summary

Potential Environmental Effects Considered	Development Proposals		Chapter Required
	Construction Phase Effects	Operation Phase Effects	
Planning Policy Context	N/A	N/A	✓
Sustainability	✓	✓	✓
Socio-Economic Issues	✓ +T	✓ +P	✓
Archaeology & Cultural Heritage	✓ -P	x	✓
Ecology and Nature Conservation	✓ -T	✓ -P	✓
Water Resources (incl. Drainage and Flooding)	✓ -T	✓ -P	✓
Transport	✓ -T	✓ -P	✓
Noise	✓ -T	✓ -P	✓
Air Quality	✓ -T	✓ -P	✓
Landscape & Visual Issues	✓ -T	✓ -P	✓
Agricultural Circumstances	✓ -P	x	✓
Utilities Infrastructure	✓ -T	x	✓
Land Contamination	-T	x	x
Waste and Recycling	-T	x	x
Vibration	-T	x	x
Microclimate	x	x	x
Health Impacts	x	x	x
Appropriate Assessment	x	x	x
Overshadowing	x	x	x
Wind Effects	x	x	x
Odour	x	x	x

Key: ✓ Likely Significant Effect / + Positive / - Negative / P Permanent / T Temporary

1.8 The Environmental Statement has been prepared with reference to the following advisory documents:

- Institute of Environmental Management and Assessment 'Guidelines for Environmental Impact Assessment,' 2004
- Department for Communities and Local Government 'Environmental Impact Assessment: A guide to good practice and procedures – A Consultation Paper 2006
- The Department of Environment, Transport and the Regions (now The Office of the Deputy Prime Minister) 'Environmental Impact Assessment – A Guide to Procedures 2000'
- The Department of Transport Design Manual for Roads and Bridges, Volume 11: Environmental Assessment
- Circular 02/99 - Environmental Impact Assessment, DETR
- Impact Assessment Guidelines and ES Review Criteria from the Institute of Environmental Management and Assessment (IEMA)

- Note on EIA Directive for Local Planning Authorities (1999 EIA Regulations), Office of the Deputy Prime Minister (ODPM)
- Guidelines for the Environmental Assessment of Road Traffic, Guidance Notes No.1, Institute of Environmental Assessment (now IEMA)

1.9 In accordance with the EIA Regulations, this ES includes the following information:

- A description of the development proposed comprising information about the Site including the nature, size and scale of the development;
- The data necessary to identify and assess the main effects which the development is likely to have on the environment;
- A description of the likely significant effects, direct and indirect on the environment proposed for development, explained by reference to its possible impact on: human beings, flora, fauna, soil, water, air, climate, cultural heritage, landscape and the interaction between any of the foregoing material assets;
- Where significant adverse effects are identified with respect to any of the foregoing, mitigation measures will be proposed in order to avoid, reduce or remedy those effects; and
- Summary, in non-technical language, of the information specified above.

Site Location and Context

Site Description

- 1.10 The Site comprises undeveloped agricultural land located in the north eastern outskirts of Bognor Regis between Shripney and South Berstead.
- 1.11 The western perimeter of the Site is bounded by the A29 Shripney Road and is contained partly behind hedgerow. Beyond the A29 is a mobile home leisure park, and beyond that open farm land.
- 1.12 A track serving the old Oldlands Farm buildings is situated to the south. The buildings are partly derelict, although the house is still occupied. This track is partly contained by hedgerows. Beyond that to the immediate south is the Southern Cross Industrial Estate.
- 1.13 At the south west corner of the Site is a roundabout on the A29, which gives access to the Southern Cross Industrial Estate via Steyning Way with Rowan Way leading to North Bersted. The A29 continues to the Town Centre in the south. On the opposite corner of the roundabout from the Site is the Bognor Regis Retail Park and wrapped around that and beyond is a large mobile home leisure park.
- 1.14 To the east of the Site is agricultural land bounded by the Barnham/Bognor Regis railway line. Beyond that is mainly farm land, a disused air strip and the Bognor Regis Golf Course and the site of the proposed Policy 6 housing. To the north of the site is a continuation of the farm land of Oldlands Farm. The village of Shripney which straddles the A29 is approximately 0.5 Kilometres (0.3 miles) north of the site. The construction of the Northern relief Road will ultimately form the northern boundary.

The Proposals

- 1.15 The Proposals comprise mixed-use employment (Use Class B1, high quality business park comprising up to 19,500 sqm gross floorspace) and retail (Use Class A1 grocery store of up to 4,459 sqm net sales area), together with parking, new highway and associated servicing, infrastructure and landscaping.
- 1.16 The Parameters Assessment Plan located at Figure 1.3 provides the parameters of development tested by the Environmental Impact Assessment, and includes a detailed schedule of development areas. A provisional masterplan layout is provided at Figure 1.5.
- 1.17 The principle access into the Site has been predetermined by the location and design of the northern relief road. With the formation of this new relief road access into the Site is provided by way of a central spine road offering generous proportioned landscaping margins, pedestrian footpaths and cycle ways together with central landscaped reservation all forming an attractive avenue into the development.
- 1.18 This will provide access to large serviced plots for prestige buildings aimed at major occupiers to be set in their own landscaped estate. The main avenue in turn leads to a central roundabout, which forms the hub of the internal road network. From this hub access can be gained to smaller business unit sites and the Asda food store.
- 1.19 The Asda food store sits at the key flagship location adjacent to the existing roundabout on the A29. Here it is proposed that a generous area of landscaping left between the store and road is sculptured into a feature, which could contain Park signage or a piece of public art.
- 1.20 A major feature of the development is the desire to bring public transport into the Site. This has been included in the layout by the provision of a dedicated bus route from the A29 through the development to the highway hub in the centre of the Site. This route will, if taken up by the bus operators, be able to serve both the offices and food store offering an alternative means of travelling to the development.
- 1.21 A network of pedestrian and cycle routes are also proposed linking the various plots with the existing highways network and proposed cycleway initiatives through safe landscaped corridors.

Building Form

- 1.22 The final building form and orientation will ultimately depend on use, budget and programme. B1 and B1a units are likely to comprise a series of 15 meter to 18 meter wide buildings up to 3 storeys in a variety of configurations.
- 1.23 The food store by nature of its use will be large single storey rectangular footplate. Individual buildings should be contemporary in their design approach using a limited pallet of materials with large overhanging roofs with refined edge details allowing a choice of rainwater collection methods with expressed or exposed gutters and downpipes. Large overhangs also have the effect of softening and providing solar shading.

Landscape Strategy

- 1.24 A Landscape Masterplan for the proposals is located at Figure 1.4. The strategy for the landscaping is to optimise the Site's potential as a high quality business park at the northern Gateway into Bognor Regis offering

relatively low density high quality office space in a well maintained landscaped environment. The design is aimed at delivering a scheme that is set in an attractive landscaped environment to rival competing business parks in the region and to assimilate the new development into the existing landscape.

1.25 The key features designed to do this are:

- Establish a planting and maintenance programme for the early establishment of the landscaping.
- Provide structural perimeter planting to development boundary and plot boundaries using native species.
- Retaining and gapping up existing hedgerows with indigenous species where possible to the A29 boundary and track leading to Oldlands Farm.
- Provide new boundary hedgerow planting both formal and naturalistic along pedestrian and cycle routes.
- Provide formal managed tree and shrub planting to estate road margins.
- Provide formal tree and shrub planting with car park areas to break up the mass of parking either in division between car bays and in isolated planting bays. Individual tree pit planting is not considered appropriate.
- Low maintenance amenity grassed areas.

Building Lighting

- 1.26 Exterior lighting must work on a functional level, complying with local and national standards, providing adequate light levels for the safety of pedestrians, vehicles and buildings.
- 1.27 Lighting will comply with the 'Dark Skies' criteria to reduce light pollution. To avoid a profusion of poles, brackets and numerous fittings a co-ordinated approach to plot and building lighting is proposed.

Vehicle Access

- 1.28 The principle vehicular access to the Site will be from the new roundabout junction to be formed on the A29 Shripney Road by the construction of the A259 Northern Relief Road.
- 1.29 The formation of the new relief road access into the Site is provided by way of a central spine road offering generous proportioned landscaping margins, pedestrian footpaths and cycle ways together with central landscaped reservation all forming an attractive avenue into the development.

Pedestrian and Cycling

- 1.30 The Proposals identify a network of pedestrian pavements and walkways/cycle routes linking the various plots with the existing highways network (A29) and the proposed cycleway initiatives of ADC through safe landscaped corridors.
- 1.31 Pedestrian pavements, where adopted, will be paved in tarmac while non-adopted walkways will be paved in a mixture of tarmac and brick paviours. All pavements and walkways/cycle ways will be adequately signed, lit and marked incorporating raised tactile paving's for the disabled.

Public Service

- 1.32 A major feature of the Proposed Development is the desire to bring public transport into the Site. The Proposals identify the provision of a dedicated bus corridor from the A29 through the Site to the highway hub in the centre of the Site.
- 1.33 This route will if taken up by the bus operators be able serve both the B1/B1a offices and food store offering an alternative means of travelling to the Site.
- 1.34 It is envisaged that this would in effect become a combined bus/pedestrian/cycle route with pinch points and paved in such a way to ensure a safe passage for all.

Alternatives

- 1.35 The land at Oldlands Farm is allocated under Policy Site 5 for commercial development (11.2 hectares) and under Policy Site 6 for a high quality Business Park (11.25 hectares), with land reserved for an extension to the Business Park (11.8 hectares), subject to resolution of flood issues:
- 1.36 Policy Site 6 advises that the development should accommodate uses generally falling within Classes B1, 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. Further information is provided within section 7 of the Planning Policy Context chapter.
- 1.37 The proposed food store provides the enabling element of the Proposals for the delivery of the wider Business Park. A detailed sequential test has been undertaken as part of the planning process, which has considered suitable retail sites in the area. This is discussed further at section 9 of the Planning Policy Context chapter

Methodology

- 1.38 Each chapter is structured under the following headings:
- Introduction
 - Policy Context
 - Assessment Methodology and Significance Criteria
 - Baseline Conditions
 - Identification and Evaluation of Key Impacts
 - Prediction of Impact Magnitude
 - Assessment of Impact Significance
 - Mitigation Measures
 - Cumulative Effects
 - Residual Impacts
 - Summary

Assessment Methodology and Significance Criteria

- 1.39 Generic significance criteria have been devised for this ES to ensure that, where possible, effects are assessed in a comparable and transparent manner. However, some disciplines have incorporated other references to reflect established thresholds of impact upon sensitive receptors.
- 1.40 Impact significance has been determined broadly by:
- The value of the resource (international, national, regional and local level importance).
 - The magnitude of the impact.
 - The duration involved.
 - The reversibility of the effect.
 - The number and sensitivity of receptors.

Magnitude

- 1.41 The methodology for determining the scale or magnitude of impact is set out in Table 1.2.

Table 1.2 Criteria for Assessing Magnitude.

Magnitude of Impact	Criteria for assessing impact
Substantial	Total loss or major/substantial alteration to key elements/features of the baseline (pre-development) conditions such that the post development character/composition/attributes will be fundamentally changed.
Moderate	Loss or alteration to one or more key elements/features of the baseline conditions such that post development character/composition/attributes of the baseline will be materially changed.
Minor	A minor shift away from baseline conditions. Change arising from the loss/alteration will be discernable/detectable but not material. The underlying character/composition/attributes of the baseline condition will be similar to the pre-development circumstances/situation.
Negligible	Very little change from baseline conditions. Change barely distinguishable, approximating to a 'no change' situation.

- 1.42 The sensitivity of a receptor is based on the relative importance of the receptor using the scale in Table 1.3.

Table 1.3 Criteria for Assessing Sensitivity

Sensitivity	Examples of receptor
High	The receptor/resource has little ability to absorb change without fundamentally altering its present character, or is of international or national importance.
Moderate	The receptor/resource has moderate capacity to absorb change without significantly altering its present character, or is of high importance.
Low	The receptor/resource is tolerant of change without detriment to its character, is of low or local importance.

Significance

- 1.43 The significance of an environmental impact is determined by the interaction of magnitude and sensitivity, whereby the impacts can be positive or negative. The Impact Significance Matrix is set out in Table 1.4.

Table 1.4 Criteria for Assessing Significance

Magnitude	Sensitivity		
	High	Moderate	Low
Substantial	Major Adverse/Beneficial	Major - Moderate Adverse/Beneficial	Moderate - Minor Adverse/Beneficial
Moderate	Major - Moderate Adverse/Beneficial	Moderate - Minor Adverse/Beneficial	Minor Adverse/Beneficial
Minor	Moderate - Minor Adverse/Beneficial	Minor Adverse/Beneficial	Minor - Negligible
Negligible	Negligible	Negligible	Negligible

Mitigation

- 1.44 Any adverse environmental effects have been considered for mitigation at the design stage and, where practicable, specific measures have been put forward. Mitigation has been considered based on the a hierarchy of mitigation of environmental effects:

- Avoidance
- Reduction
- Compensation
- Remediation
- Enhancement

- 1.45 Where the effectiveness is uncertain or depends upon assumptions about operating procedures, data has been introduced to justify the acceptance of these assumptions. The opportunity for enhancement measures is also considered where possible.

Cumulative Effects

- 1.46 Cumulative effects include the effects of the Proposed Development coming forward at the same time as others, and is relevant to both the construction and operational phases.

- 1.47 Committed development within the area identified as having the potential to give rise to significant environmental effects in conjunction with the Proposed Development include:

- Reference BE/45/04/ - Land North of Bersted, East of A259 Chichester Road and North of Rowan Way, Bersted, Bognor Regis. Outline Application for residential development comprising 650 residential dwellings, formal and informal public open space, including sports pitches, community facilities and associated works. The western section of the Bognor Regis North Relief Road between the A259 Chichester Road and Rowan Way
- Reference FP/92/04/ - Land to the North of Felpham, Bognor Regis. Outline Application for residential development and associated uses forming part of Policy Site 6. Construction of the Bognor Regis Northern Relief Road from A259 at Felpham to A29

Residual Impacts

- 1.48 The residual impacts, i.e. the remaining impacts of the Proposed Development assuming implementation of proposed mitigation, have been estimated. The proposed methods for treating any residual effects have also been identified within each chapter.

Construction Phasing

- 1.49 Construction of the Site will come forward in two stages. The assumptions made for the purposes of this Environmental Statement are set out below.
- 1.50 Stage 1 - Adsa Store and 1,100 sqm of speculative business units
- Construction start: Quarter 1 2010
 - Operation start: Quarter 1 2011
 - Assumption is based on the relief road being complete
- 1.51 Stage 2 – Remaining 18,400 sqm Business Park
- Phased over a 14 year period with full operation by 2025
 - Assumption for the outline planning application is that this will be built out at an estimated 1,314 sqm a year. Any alterations to this will be dealt with through reserved matters submissions, and updates to the ES as required.
- 1.52 The Parameters Assessment Plan at Figure 1.3 provides a schedule of areas of development. Figure 1.5 provides a phasing plan highlighting the areas of stage 1 and stage 2 discussed above.

Construction Methodology

Site Preparation

- 1.53 An initial topsoil strip will take place using conventional methods. This is anticipated to entail digging the topsoil with a 360 degree tracked excavator and removing it either off site or to onsite spoil heaps (dependent on how much is to be reused) in large articulated dump trucks.
- 1.54 The remainder of the subsoil removal and redistribution will be carried out using scraper boxes and large excavators.

Substructure

- 1.55 Generally, a construction working platform will be created to facilitate easy access around the Site and ultimately act as part of the sub-base. This will be formed in imported stone fill tipped on site from large wagons, distributed with dump trucks, levelled with wheeled excavators and compacted with vibrating rollers.
- 1.56 Should the bearing capacity of the subsoil and filled areas be adequate, conventional pad and strip footings will be excavated traditionally using a bucket excavator. Foundations shall be in concrete which shall be placed either by pumping or directly from the concrete wagon.
- 1.57 Vibro-compaction may be used in the event that additional work needs to be carried out to provide an adequate bearing capacity.

Structural Frames

- 1.58 The construction of the structural frames is likely to be carried out with the use of mobile cranes and cherry pickers.

External envelope

- 1.59 The external envelope will be installed manually utilising mobile cranes and cherry pickers.

Internal Office Works

- 1.60 Where internal offices are to be created this will generally be labour intensive and include a mix of wet and dry trades to form the internal walls, floors, ceilings, finishes and mechanical and electrical works.

External Works

- 1.61 External works generally consist of the service yards, car parks, landscaping and drainage.
- 1.62 Construction of car parks and service yards are expected entail the use of large items of plant to pour and level the finished surfaces.
- 1.63 Drainage works will be completed early in the programme and will utilise wheeled or tracked excavators to form trenches into which drainage pipes are placed. The pipes themselves are surrounded by either gravel or dry mix concrete dependent on their location; this is placed in the trench by small dump truck.
- 1.64 Landscaping works will be carried out in the next available planting season following completion of the works as a whole. This may coincide with the completion of the building works. The preparation in terms of placing topsoil and forming beds will be carried out using large and small excavators and dump trucks to transport materials. Planting is carried out manually with the plants being transported to their locations either directly from the rear of the delivery vehicles or on pallets by adapted excavating machines.

Services

- 1.65 Statutory services are brought into the Site as and when the programme dictates although the trenching works are normally carried out alongside the site preparation/substructure work. Where possible the trenches are left open such that the pipes and cables can be placed in directly. Where this is not possible, a series of ducts and draw pits are installed to facilitate the introduction of the services at a later date. Generally this only applies to small pipes and cables and is not a suitable method for large and heavy installations.

Consultation

Consultation on Scoping

- 1.66 The following organisations were consulted as part of the formal Scoping process:
- Environment Agency
 - Local Authority (various departments)
 - Countryside Agency
 - Local Authority (Highways department)
 - Highways Agency
 - English Heritage
 - Natural England
 - Wessex Water
 - Sussex Wildlife Trust

1.67 Responses from the above can be found at Appendix 1.5.

Further Consultation

1.68 The Applicant and project team have undertaken extensive consultations prior to submitting the planning application. These have included consultations with officers at both Arun District Council, key stakeholders in the area, statutory consultees, the local community, interest groups and local parish councils.

1.69 The Applicant held a public exhibition at the Regis on the 2nd and 3rd November 2007. A preview of the exhibition for local councillors, groups, and other interested stakeholders was also held on Thursday 1st November. The event was well publicised, using the following methods:

- 9,000 leaflets were distributed to homes in the Bognor Regis area, giving an overview of the proposals and inviting residents to attend the public exhibition.
- The Applicant gave a live radio interview about the proposals and the exhibition to BBC Southern Counties Radio at 4.30pm on Friday 26th October 2007.
- An advertisement was placed in the 1st November edition of the Bognor Regis Observer, which has an estimated circulation of 56,000.
- Press releases prompted two articles - the 25th November edition of the Bognor Regis Observer and the 1st November edition that both made reference to the exhibition. The exhibition also received coverage on local radio station, «GreetingLine».
- A letter was sent to approximately 100 local councillors, groups, and businesses to invite them to a preview of the exhibition on Thursday 1st November.
- During the course of the two-day public exhibition, the Applicant handed out leaflets in the busiest area of the town centre inviting people to attend.
- The exhibition was clearly signposted from outside the venue using four 10ft high flags, and an A-board.
- Over the course of the two days, the public exhibition attracted over 700 visitors, of which over 400 filled out a feedback form. The forms, which could also be returned to a freepost address, are still being received from those who did not have time to fill one out at the exhibition.

1.70 It is the intention of the Applicant to continue to engage with all interested parties post submission of the planning application and to seek to address any issues or concerns which have not been identified to date. Indeed this outline planning application comprises only the first stage of how this site might be developed and there will be a need for further engagement with key stakeholders as detailed reserved matters applications are prepared.

Monitoring

Construction Environmental Management Plan

- 1.71 In view of the outline nature of the Proposed Development application, a Construction Management Plan (CEMP) has not been submitted at this stage. All mitigation measures put forward in this ES should, however, be transposed into a formal CEMP prior to the commencement of any works on site. This document should be implemented by the lead contractor and audited throughout the construction phase.

Project Team

- 1.72 Details of the project team are provided in Table 1.5.

Table 1.5 Project Team

Organisation	Expertise / EIA Input
Drivers Jonas	EIA Project Management Town Planning Sustainability Socio-economics
HGP Architects	Architect
Cottee Transport Planning	Transport Assessment
Environ UK	Ecology & Nature Conservation Water Resources Noise Utilities Appraisal
Air Quality Consultants	Air Quality
Cotswold Archaeology	Archaeology & Cultural Heritage
Cooper Partnership	Landscape & Visual Impact
Kemon Countryside Consultants	Agricultural Circumstances
Chris Dartnell	Flood Risk & Drainage

Organisation of the Environmental Statement

- 1.73 This ES comprises 14 chapters titled according to the Environmental Impact Assessment discipline. Each chapter is supported by Figures (Volume 1) and Appendices (Volume 2), where appropriate. The Transport Assessment (TA) is contained within Volume 3. Figures have been referenced by using the chapter number as a prefix followed by the number of the Figure within a given chapter. Appendices have been referenced in the same way but due to their size are contained in a separate Volume (2).
- 1.74 Table 1.6 provides the structure of Volume 1. Volume 2 Appendices follows the same structure.

Table 1.6 Environmental Statement Structure

Chapter no.	Chapter Title	Description
1	Introduction	Introduction to the ES, methodology, the Site, the Proposals, Alternatives considered, consultation and construction methodology and phasing.
2	Planning Policy Context	Review of national, regional and local planning policy.
3	Sustainability	Details of the Proposals' sustainability credentials and proposals for achieving an element of on site renewable energy generation.
4	Socio-Economic Issues	Direct and indirect employment, the impacts upon existing demographic and economic conditions and the effects upon residential and community facilities.
5	Archaeology & Cultural Heritage	Assessment of the below ground archaeological resource and the aboveground cultural heritage.
6	Ecology and Nature Conservation	Assessment of existing biodiversity at the Site and opportunities for mitigation and enhancement.
7	Water Resources (incl. Drainage and Flooding)	Assessment of the impact on water resources, including drainage issues and flood risk.
8	Transport	Traffic and transportation effects relating to driver severance and delay, pedestrian severance and delay, pedestrian amenity, accidents and safety, hazardous and dangerous loads, dust and dirt.
9	Noise	Effects on the local noise environment, including noise generated by associated traffic.
10	Air Quality	Effects on local air quality from including the effects associated with traffic.
11	Landscape & Visual Issues	Assessment of the landscape and visual amenity of the Site and the surrounding area.
12	Agricultural Circumstances	Assessment of impact resulting from the loss of agricultural land.
13	Utilities	Assessment of existing utilities infrastructure servicing the site.
14	Summary	Summary of ES in non-technical language.

Environmental Statement Availability

- 1.75 The Environmental Statement is available for public viewing during normal office hours at the Planning Department of Arun District Council.
- 1.76 The Non-Technical Summary (NTS) is available at a cost of £15. Copies of Volume 1 are available at a cost of £175, and Technical Appendices at a cost of £150. The Transport Assessment may be purchased at a cost of £150. A full copy of all three volumes of the ES is also available on CD for £35. Please contact the Planning & Development department of Drivers Jonas at the following address:

Planning & Development
Capital House
85 King William Street
London EC4N 7BL
Tel. 020 7896 7931

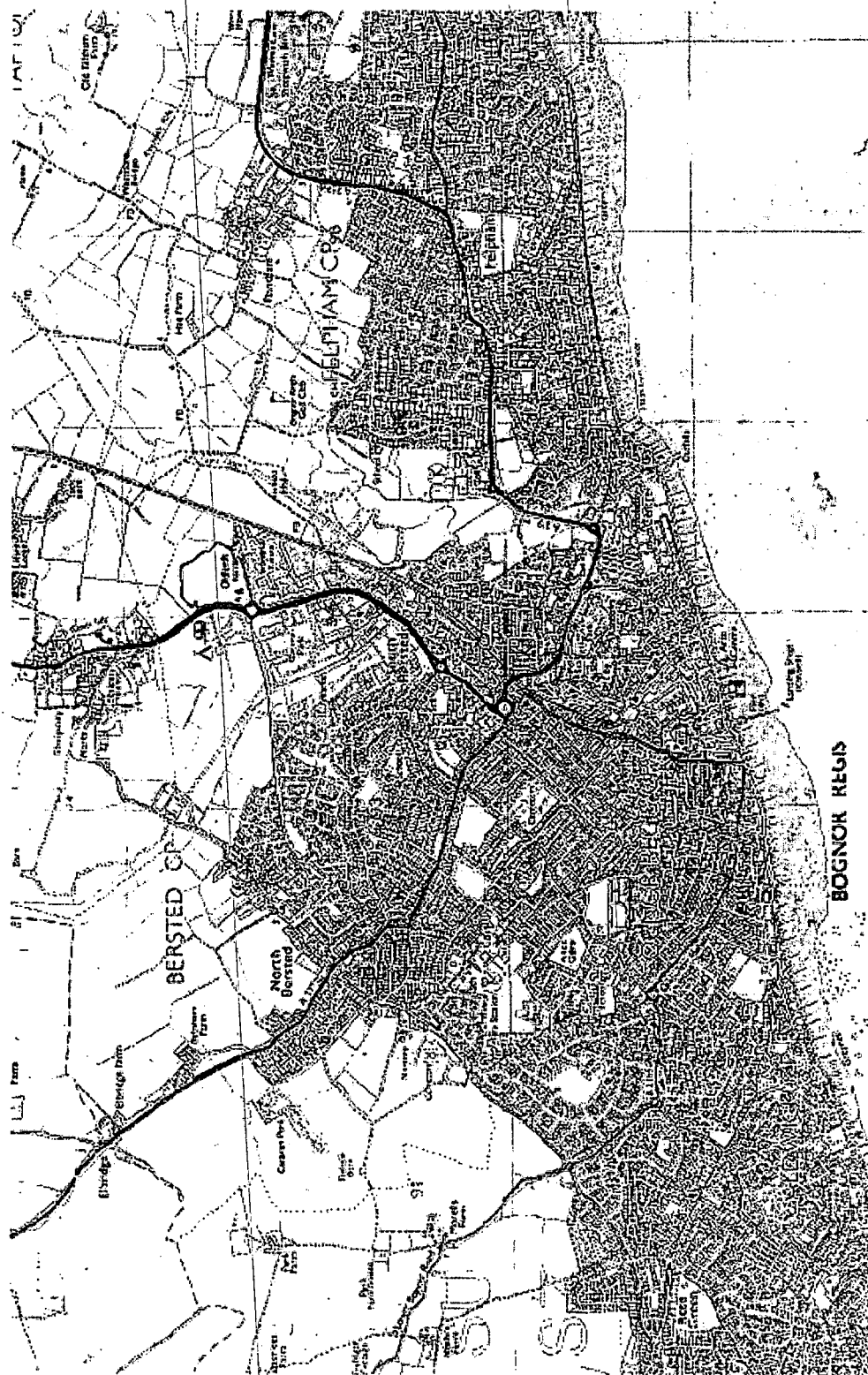
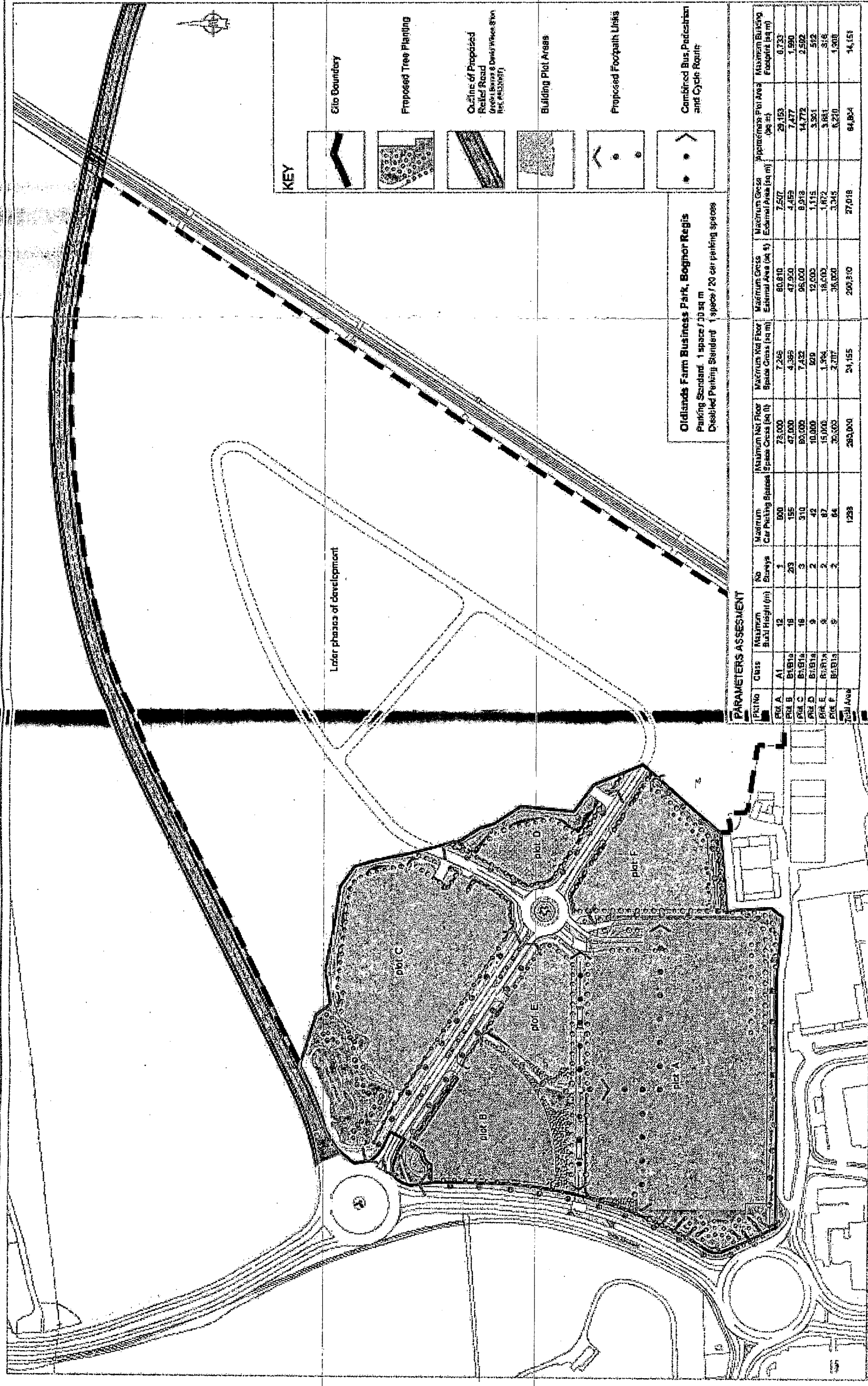


Figure:	1.2
Title:	Site Context Plan
Project:	Oldlands Farm
Date:	January 2008
Scale:	NTS



PARAMETERS ASSESSMENT

Plot No	Class	Maximum Built Height (m)	No Burys	Maximum Car Parking Spaces	Maximum Net Floor Space Gross (sq ft)	Maximum Net Floor Space Gross (sq m)	Maximum Gross External Area (sq ft)	Maximum Gross External Area (sq m)	Approximate Plot Area (sq ft)	Maximum Building Footprint (sq m)
Plot A	A1	12	1	100	73,000	7,246	88,810	7,507	29,153	8,733
Plot B	B1B1a	18	23	155	47,000	4,385	47,920	4,459	7,477	1,990
Plot C	B1B1a	18	3	310	80,000	7,432	96,000	8,918	14,778	2,502
Plot D	B1B1a	9	2	42	10,000	909	12,000	1,115	3,901	512
Plot E	B1B1a	8	2	87	15,000	1,364	18,000	1,672	3,681	518
Plot F	B1B1a	9	2	64	20,000	2,017	20,000	2,245	6,220	1,300
TOTAL AREA				1238	280,000	24,155	299,930	27,018	64,804	14,151

Figure: 1.3

Title: Parameters Assessment Plan

Project: Oldlands Farm

Date: January 2008

Scale: NTS

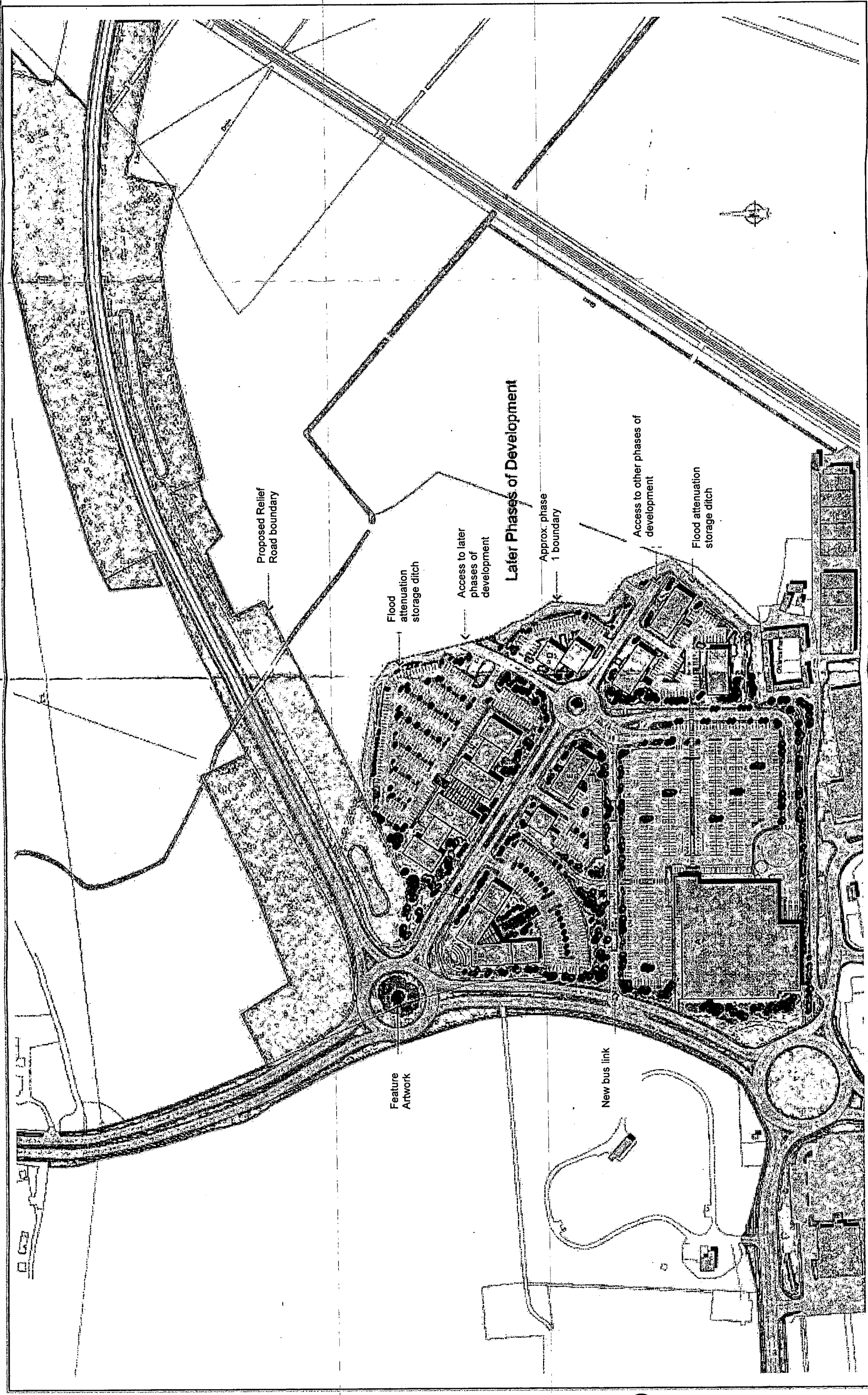


Figure: 1.5

Title: Provisional Masterplan

Project: Oldlands Farm

Date: January 2008

Scale: NTS