

Planning, Design and Access Statement

R-RMC Training Centre

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1.0 INTRODUCTION

- 1.1 Rolls-Royce Motor Cars (R-RMC) is a prestigious global luxury manufacturer with a distinctive and strong brand identity headquartered at Goodwood, Chichester. R-RMC has established itself as a major employer within the local area, including within Arun District.
- 1.2 R-RMC's Technology and Logistics Centre (TLC) in Bognor Regis received planning permission in 2014. The TLC has remained a crucial part of R-RMC's wider operations. R-RMC now plan to move its global dealership training centre from their manufacturing plant in Goodwood to the TLC as it does not have space to meet current needs.
- 1.3 This Planning, Design and Access Statement, prepared by David Lock Associates (DLA) on behalf of R-RMC Ltd, provides detail about proposed development, its design and access, and how it complies with the requirements of local and national policy. It should be read alongside the following plans and documents:
- CIL Form
 - Transport Statement
 - Application Form
 - Drawings:
 - RRM-MAB-01-00-DR-A-00240-Block Plan-S2- P02
 - RRM-MAB-01-00-DR-A-00250-Parking Plan-S2- P02
 - RRM-MAB-01-00-DR-A-00310-Roof Plan-S2- P01
 - RRM-MAB-02-00-DR-A-00201-Site Location Plan-S4- P04
 - RRM-MAB-02-00-DR-A-00350-Existing GF Floor Plan-S4- P03
 - RRM-MAB-02-ZZ-DR-A-00300-GA Floor Plans-S4- P07
 - RRM-MAB-02-ZZ-DR-A-00600-Proposed GA Elevations-S4- P05
 - RRM-MAB-02-ZZ-DR-A-00620-Existing GA Elevations-S4- P03
 - RRM-MAB-02-ZZ-DR-A-00700-Proposed GA Sections-S4- P05
 - RRM-MAB-02-ZZ-DR-A-00720-Existing GA Sections-S4- P02
- 1.4 The Statement is split into the following chapters and content:
- Chapter 2 describes the site's context;
 - Chapter 3 provides the description of the proposed development and its rationale;
 - Chapter 4 describes the proposed development's design and access;
 - Chapter 5 provides a summary of the pre-application received;
 - Chapter 6 sets out the relevant planning policy and how the proposed development has taken it into account in the planning application as well as the pre-application advice; and,
 - Chapter 7 summarises and concludes.

2.0 SITE CONTEXT

- 2.1 The TLC is located to the north-east of Bognor Regis, on the edge of the urban area. It is accessed off the A29/A259 roundabout.
- 2.2 It comprises two warehouse buildings with a service yard between. Unit 2 is located in the north of the site, and Unit 1 is the larger building to the south of the site. The buildings are primarily used for storing spare parts and finished vehicles in relation to the R-RMC manufacturing plant in Goodwood, Chichester.

Figure 1 TLC Location



Source: ©2021 Google

3.0 PROPOSED DEVELOPMENT

- 3.1 As referred to in the Introduction, the current training facility at the R-RMC Goodwood manufacturing plant does not have space to meet current needs. Therefore, R-RMC propose to relocate the training facility to the TLC in Bognor Regis. Moving the training centre to the TLC would mean that it acts as the new training hub, where international staff from two major regions are provided with bespoke R-RMC learning to dealership staff.
- 3.2 The replacement of an existing office and internal fleet parking area inside the TLC is required for the new training facility (and ancillary uses) on the ground and mezzanine floors of the north-western section of Unit 2 of the site. Minor external works are required as part of the change of use such as louvres, windows and a door, new entrance/landscaping, as well as assigning car parking spaces to the new training facility; these are explained further in the next chapter.
- 3.3 The description of development is, therefore, as follows:
- "Part change of use of existing logistics building for a training centre and associated external alterations and landscaping."*
- 3.4 A description of the proposed development's design and access is provided in the next chapter.

4.0 DESIGN AND ACCESS

Use

- 4.1 The proposed development will require a part change of use to operate as a training centre for R-RMC staff and dealers. Therefore, the proposed use falls under Class F1 (Learning and non-residential institutions).

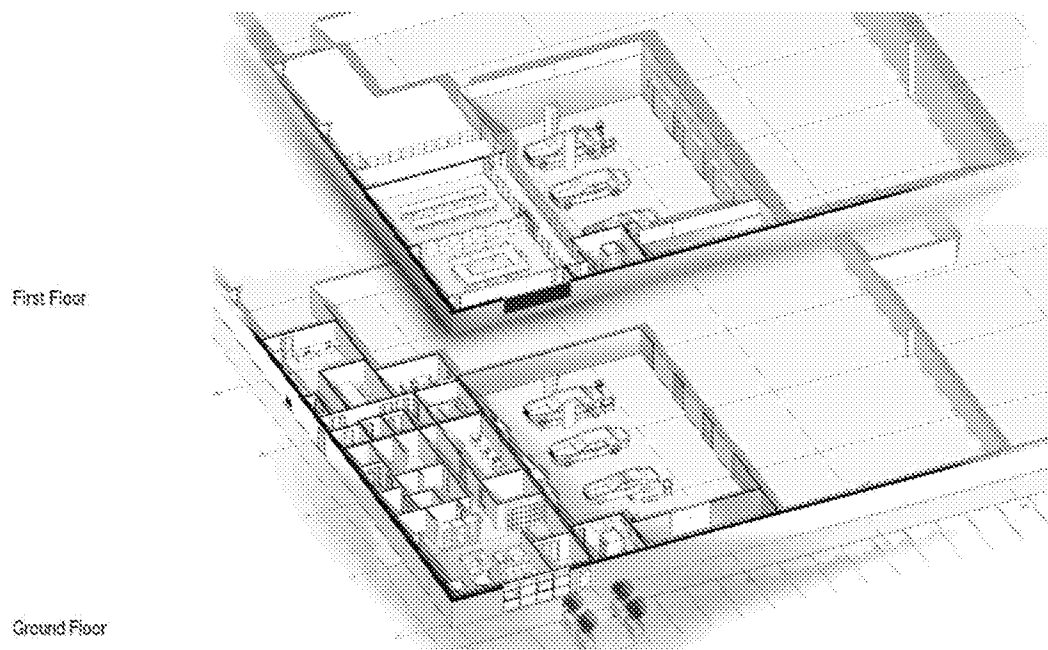
Amount

- 4.2 The proposed development will provide 868m² of training centre floorspace, which is partly deducted from the existing B8 floorspace. A new first floor will be created (utilising the existing plant deck) above the main training area.

Layout

- 4.3 The proposed training centre will be located within the north-western section of Unit 2 of the site. The ground floor will comprise the main training area together with ancillary breakout areas, kitchens, offices, meeting room, toilets and some storage space. The installation of a first floor in place of the existing plant deck will comprise two technical classrooms and some storage space.

Figure 2 Proposed Floor Plan



Source: Maber

Scale

- 4.4 As the proposed development is for the change of use, the building remains unchanged in its scale.

Appearance

- 4.5 The following changes to the appearance of the existing building are proposed:
- Pressed metal sheeting cladding to be extended on the north-west elevation;
 - The relocation of three louvres on the ground and first floor;
 - The provision of two new windows on the ground floor and two new windows on the first floor; and
 - The provision of a new glazed entrance door on the ground floor.
- 4.6 Signage will be attached to the cladding at the entrance door, and this would be dealt with through an advertisement application.

Landscaping

- 4.7 A small area of hard and soft landscaping is proposed at the entrance of the training centre.

Access and Parking

- 4.8 Access to the site remains unchanged. Primary access to the training centre will be via the north-western side of Unit 2, where the car park is located. The scheme is designed to provide an exclusive entrance to the training centre, to avoid trainees accessing other parts of the building.
- 4.9 Parking requirements will be limited to the training staff members, with trainees transported on buses to and from the TLC from local hotels. Nine parking spaces from the existing 124 spaces will be assigned to the training centre use; three of which will be for the new entrance and landscaping and six for parking use.

5.0 PRE-APPLICATION ADVICE

5.1 A pre-application request was submitted to Arun District Council on 23rd December 2020, which requested advice on the main proposal of the training centre as well as other proposals.

5.2 The response was received on 12th March 2021. In summary the advice included:

- The principle of development was accepted given the location of the TLC within an allocated employment site.
- The Council accepted that non B-class employment development is appropriate in some circumstances and provided it falls within the conditions of the Policy EMP DM2.
- Integration of the proposed training centre within the existing premises, to meet the business needs of Rolls-Royce Motor Cars and provide training opportunities for its existing staff as well as its dealers, would accord with Local Plan policy.
- The use of the proposal falls under Class F1(a) of the Town and Country Planning (Use Classes) Order, and it would be compatible with the predominant use of the site for employment purposes.
- The proposed scale and nature would have little impact upon the centres of Bognor Regis and Chichester.
- The transport arrangements described in your letter dated 23rd December 2020 and the environmental impacts would not adversely affect the existing operations on site.
- The proposed training centre is considered to comply with Local Plan design policies.
- The proposed parking provision will need to be identified clearly on the submitted plans, while the transport arrangements for trainees will need to be explained in a supporting Transport Statement/Travel Plan (or updated Travel Plan if there is an existing one for the site). The submitted plans show an existing layout of 124 car parking spaces adjacent to Unit 2, but make no distinction between those required for the proposed training centre and those required for the continued existing use. Therefore, it is not possible at this stage to conclude that the proposal accords with Local Plan Policy T SP1 and the Arun Parking Standards SPD
- There is no requirement for surface water drainage, or an assessment against existing infrastructure, as the proposal is for the change of use to an existing building.

5.3 The following chapter shows how the above actions have been considered in the planning application as well as how the requirements of planning policy have been addressed.

6.0 PLANNING POLICY

Introduction

- 6.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of planning applications is made in accordance with the Development Plan unless material considerations indicate otherwise.
- 6.2 The development plan that relates to the proposed development is the Arun Local Plan 2011-2031 and the Bersted Neighbourhood Plan 2014-2029.
- 6.3 In addition to the development plan, there are material considerations.
- Parking Standards Supplementary Planning Document (SPD)
 - National Planning Policy Framework
- 6.4 This section presents each policy related to the proposed development followed by how the policy has been addressed in the planning application to ensure that it complies with the development plan and other material considerations.

Local Plan 2011-31

- 6.5 Policy SD SP2 (Built-up Area Boundary) requires development proposals to be located within the Built Up Area Boundaries as defined on the Policies Map.
- 6.6 Policy EMP SP1 (Strategic Economic Growth) aims to protect and enhance existing and allocated employment sites and premises.
- 6.7 Policy EMP SP3 (Strategic Employment Land Allocations) lists the allocations for employment in the Local Plan, one of which is Oldlands Farm where the TLC is located.
- 6.8 Policy EMP DM2 (Enterprise Bognor Regis) supports a mix of employment uses subject to the following being addressed:
- Suitable upgrading and provision of access and/or junctions to the A29/A259 and Rowan Way as appropriate;
 - A suitable Transport Assessment and Travel Plan demonstrating how the impacts of development can be mitigated and to improve a modal shift towards an increase in sustainable transport;
 - Appropriate flood mitigation works;
 - Connection to the existing sewerage system off-site at the nearest point of adequate capacity and where located within a flood risk area a sealed sewerage system;
 - A suitable habitat assessment, and where necessary, mitigation measures to ensure no overall loss of biodiversity given the importance of the area in relation to wildlife, particularly protected species.

- 6.9 Policy SKILLS SP1 (Employment and Skills) says proposals will be encouraged providing that they:
- Raise skills levels and increase employability;
 - Tackle skills shortages in existing and potential business sector clusters that are, or have the potential to be, strengths in the local economy;
 - Promote skills on strategic housing and employment sites particularly with regard to construction skills;
 - Address barriers to employment for economically inactive people; and
 - Provide for the development of childcare facilities within or close proximity to employment sites.
- 6.10 Policy D SP1 (Design) requires development proposals to seek to make efficient use of land but reflect the characteristics of the site and local area in their layout, landscaping, density, mix, scale, massing, character, materials, finish and architectural details. Development proposals should have been derived from: a thorough site analysis and context appraisal; adherence to objectives informing sustainable design (inclusivity, adaptability, security, attractiveness, usability, health and wellbeing, climate change mitigation and habitats); and the influence these objectives have on the form of the development.
- 6.11 Policy D DM1 (Aspects of form and design quality) says that the Council will have regard to the following aspects when considering development proposals:
- Character
 - Appearance/attractiveness
 - Impact
 - Innovation
 - Adaptability
 - Crime prevention
 - Trees and woodland
 - Solar gain
 - Public realm
 - Layout / movement
 - Layout / legibility
 - Public art
 - Density
 - Scale
- 6.12 Policy T SP1 (Transport and Development) says the Council will support transport and development which:
- Is designed to reduce the need to travel by car by identifying opportunities to improve access to public transport services and passenger transport services whilst making provision for safe access to the highway network through improvements to

the existing road network and the promotion of vehicles which use low-carbon energy;

- Is incorporated into the District's green infrastructure network and gives priority to pedestrian and cycle movements;
- Protects committed and indicative lines of major road schemes from development and, where applicable, contributes towards new road schemes which improve north-south links between Bognor Regis and Littlehampton and the A27, to ensure that they are delivered in line with strategic growth in the District;
- Incorporates appropriate levels of parking in line with West Sussex County Council guidance on parking provision and the forthcoming Arun Design Guide taking into consideration the impact of development upon on-street parking and;
- Is supported by an effective and deliverable Transport Assessment which demonstrates that the transport effects of development on the local and strategic road network can be satisfactorily mitigated and a Travel Plan, which is effective and deliverable, and;
- Explains how the development has been designed to:
 - accommodate the efficient delivery of goods and supplies;
 - give priority to pedestrian and cycle movements and have access to high quality public transport facilities;
 - create safe and secure layouts for traffic, cyclists and pedestrians whilst avoiding street clutter;
 - incorporate facilities for charging electric and plug-in hybrid vehicles (where charging facilities are to be omitted from the development, evidence of market demand and viability must be provided); and
 - consider the needs of people with disabilities by all modes of transport.
- Provides improved crossing points over the railway line to improve transport links between the coast and the A27, in particular at Ford.

Neighbourhood Plan

- 6.13 Policy EE1 (Business expansion) says that proposals to upgrade or extend existing employment sites will be supported provided that the impact on the amenities of surrounding properties is acceptable.
- 6.14 Policy ES1 (Design of new development) Proposals for the redevelopment or change of use of land or buildings in employment or service trade use to non-employment uses will not be permitted unless the existing use can be shown to be no longer viable. Evidence should be provided by the developer that the site has been actively marketed for a minimum of 12 months and that no sale or let has been achieved.

Parking Standards SPD

- 6.15 The Parking Standards SPD includes 1 space per 100 sqm for B8 use. However, for learning and non-residential institutions, there is no set standard; the SPD recommends that a site-specific assessment is undertaken.

National Planning Policy Framework (NPPF)

- 6.16 National policy is set out within the National Planning Policy Framework (NPPF) which, at its heart, contains a presumption in favour of sustainable development.
- 6.17 Paragraph 7 of the NPPF establishes the purpose of the planning system, which is to contribute to the achievement of sustainable development performing an economic, social and environmental role. It identifies clearly that local planning authorities should approve development proposals that accord with an up-to-date development plan without delay.
- 6.18 Section 6 of the NPPF identifies the need to build a strong and competitive economy. Paragraph 80 states that *'significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development'*.
- 6.19 Section 11 seeks to encourage the effective use of land, with Paragraph 118 encouraging local authorities to *'support the development of under-utilised land and buildings'*.

Policy Appraisal

- 6.20 The principle of development was accepted by the Council in their pre-application advice on the basis that the site is in an allocated employment area and the core function of the site for employment use remains unchanged. The proposed development therefore complies with Local Plan policies EMP SP1, which aims to protect and enhance existing and allocated employment sites, and EMP SP3, as the TLC is part of the wider employment allocation of Oldlands Farm.
- 6.21 The proposed development includes the loss of small amount of B8 floorspace to Class F1(a) for non-residential training use. Nonetheless, the proposed use is compatible with the existing employment use, and this was supported by the Council in their pre-application response. This part of the proposal therefore accords with Local Plan policy EMP DM2 which supports a mix of employment uses subject the no major impacts on transport (discussed below). Furthermore, the impact of the proposed development on the amenities of the surrounding area is minimal and therefore aligns with Policy EE1 of the Bersted Neighbourhood Plan
- 6.22 The training centre will increase the skills levels of Rolls-Royce Motor Cars' employees, and this aligns with the requirements of Local Plan policy SKILLS SP1 which says proposals would be encouraged providing they raise skills levels and increase employability.

- 6.23 Local Plan Policy D SP1 requires development proposals to seek to make efficient use of land but reflect the characteristics of the site and local area in their layout, landscaping, density, mix, scale, massing, character, materials, finish and architectural details. The proposed development will only result in minor changes to the appearance of the building such as cladding changes, as described in the Chapter 4.
- 6.24 Policy T SP1 Parking says that development proposals will be supported providing they:
- Reduce the need to travel by car and improve access to public transport;
 - Include appropriate parking in line with parking standards;
 - Include an effective Transport Assessment and a Travel Plan;
 - Explain how the development considers deliveries, priority to sustainable transport measures, creates safe layouts, include electric charging, and considers needs all people with disabilities.
- 6.25 The Transport Statement addresses the policy requirements of Policy T SP1 in more detail. In summary:
- The site is accessible by a range of modes and has good connection to the recently improved highway network, namely the A29 and A259 Felpham Relief Road.
 - The new staff training facility will have a negligible impact on the transport and highway network due to its focus on sustainable transport measures as trainees will be bussed to the site.
 - Access, servicing and parking strategies have been set out confirming that much of the existing site operations will remain unaltered. The proposed development therefore does not severely impact the highway network.
- 6.26 Parking standards are set out in the Parking Standards SPD. The requirements for B8 use are 1 space per 100 sqm. There are currently 124 spaces available at the site; 115 will be assigned to the existing B8 use which meets the requirements in the SPD. The retained parking provision for B8 use remains above required standards.
- 6.27 The SPD's requirements for training uses are not specified, rather a site-specific assessment is recommended. There will be six car parking spaces assigned to the training centre (five for staff and one for visitors) and three parking spaces to be turned into a hard and soft landscaped entrance to the training centre. The six spaces for the training centre are sufficient as trainees will be accommodated in local hotels and transferred to the site by private bus. The proposals are therefore sustainable and employ effective travel planning measures.
- 6.28 No Travel Plan is provided due to the negligible impact of the proposed development. Nonetheless, R-RMC operates a comprehensive Travel Plan across its sites, which staff and visitors will be able to benefit from. R-RMC is committed to using bus services to transport visitors to and from the site, therefore the majority of site users will arrive using sustainable

modes without the need for further intervention. The resulting mode share statistics will be well beyond typical targets that would be expected in a standard Travel Plan.

7.0 SUMMARY & CONCLUSION

- 7.1 The TLC in Bognor Regis is an inbound warehouse for production parts, a distribution centre, (including an inbound body store and finished car store), and a workshop for car preparation. R-RMC propose to part change the existing use of the TLC to provide for the moving of the dealership training centre from R-RMC Goodwood as it does not have space to meet current needs. The proposed development will result in a more effective use of the site and support the continued growth and productivity of R-RMC's operations and the wider economy.
- 7.2 R-RMC sought pre-application advice to inform the planning application, to ensure that it meets policy requirements and Arun District Council's expectations. The advice referred mainly to the principle of development, change of use, design, parking and transport. The appraisal of relevant policies in this report demonstrate that issues raised at the pre-application stage have been taken into account in the planning application.
- 7.3 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of planning applications is made in accordance with the development plan unless material considerations indicate otherwise, and the NPPF (2019) recommends that development proposals that accord with an up-to-date development plan should be approved without delay. This Planning, Design and Access Statement shows that the proposed development complies with the relevant policies in the Arun Local Plan and the Bersted Neighbourhood Plan and other material considerations and therefore it should be approved without delay.

