

Rolls-Royce Motor Cars Ltd

Land at Rolls-Royce Motor Cars Technology and Logistics Centre
A Proposal for a Temporary Logistics Building

Planning, Design and Access Statement

August 2018

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1.0 INTRODUCTION

1.1 This Planning Statement is submitted in support of a full planning application for the development of a Temporary Logistics Building at its Technology and Logistics Centre, Newlands Road, Bognor Regis. This statement has been prepared by David Lock Associates on behalf of the applicant, Rolls-Royce Motor Cars Ltd (R-RMC).

1.2 Formally, the application seeks to provide the following:

“Proposed development of a Temporary Logistics Building and ancillary works including service area”

1.3 The application seeks permission for the temporary logistics building (and it's ancillary works) for a period of five years (to the end of 2023).

1.4 This Planning, Design and Access Statement:

- Describes the site location, its physical context and planning history;
- Describes the proposed development;
- Briefly Outlines the design rationale for the proposed development;
- Highlights relevant local and national planning policy; and
- Assesses the suitability of the proposals against planning policy, taking into account material considerations.

1.5 The application package comprises the following (as identified within the Covering Letter):

- Completed application forms (certificate and notices) (PP-07196845) and requisite fee;
- Application Plans:
 - Site Location Plan (BMW026/001)
 - Proposed Site Plan (RR-ACM-00-XX-DR-A-60000 Rev B);
 - Proposed Floor Plan (RR-ACM-00-GF-DR-A-61000 Rev B);
 - Proposed Roof Plan (RR-ACM-00-RF-DR-A-61001 Rev A);
 - Proposed Elevations (RR-ACM-00-E-DR-A-63000 Rev A);
 - Proposed Sections (RR-ACM-00-S-DR-A-62000 Rev A);
- Illustrative Plans:
 - Illustrative Massing (RR-ACM-00-ZZ-M3-A-63001 Rev A);
- Supporting Documentation:
 - Covering Letter

- Planning, Design & Access Statement – August 2018
- Flood Risk Assessment

2.0 THE APPLICATION SITE

- 2.1 The Application Site is an area of existing hardstanding, which is used primarily as a vehicle turning area between Plot 1 & Plot 2 – both of which are occupied by Rolls-Royce Motor Cars (R-RMC) and together form the Technology and Logistics Centre.
- 2.2 The site is bounded to the north by Newlands Way, and to the south by Oldlands Farm. Immediately east runs the Bognor Regis branch of the West Coastway Line.
- 2.3 The Technology and Logistics Centre for Rolls-Royce Motor Cars was constructed in 2014-2015, opening in early 2016. The TLC centre lies approximately 2 miles north of Bognor Regis Town Centre.

Site Location

- 2.4 The application site is part of the existing area of hardstanding and is located next to Unit 1 of the Technology and Logistics Centre (TLC). The area of hardstanding between Units 1 & 2 has most recently been utilised as an area for vehicle parking and manoeuvring.
- 2.5 The TLC site lies on the northern edge of Bognor Regis to the north of the TLC, comprises the recently opened Felpham Relief Road (A259), which forms part of the Bognor Northern Relief Road. To the immediate east lies the Barnham to Bognor Regis branch of the West Coastway Line. The TLC site comprises Units 1 & 2 which form the main logistics buildings for Rolls-Royce Motor Cars
- 2.6 Newlands Road, which provides direct access to the A29 roundabout from the Technology and Logistics Centre (TLC) is a non-adopted road and therefore the application boundary includes part of this existing road to the adoption boundary¹.
- 2.7 Landscaped planting lies to the south east of the site, comprising an attenuation pond and associated planting. This forms a primary part of the surface water drainage scheme for the TLC.
- 2.8 The TLC site lies approximately 5 miles south of the main Goodwood Plant (which serves as the headquarters and key manufacturing base for Rolls-Royce Motor Cars).

¹ West Sussex County Council, Interactive Land Charge Map [accessed 08/08/2018]

Surrounding Area

- 2.9 Approximately 0.5km to the north of the TLC, lies the small village of Shripney. To the south of TLC (and specifically Unit 1) is Oldlands Farm. Beyond Oldlands Farm, lies the Southern Cross Trading Estate, which is a large industrial estate with a large number of small to medium size operators.

Rolls-Royce Motor Cars

- 2.10 The R-RMC manufacturing plant at Goodwood was opened on 1st January 2003 and forms the headquarters for R-RMC's operation worldwide.
- 2.11 R-RMC is a prestigious global luxury manufacturer with a distinctive and strong brand identity that is headquartered at Goodwood (to the north of Westhampnett). R-RMC has established itself as a major employer within the local area including Arun District.
- 2.12 The Technology and Logistics Centre was built to provide significant storage capacity both in terms of stock and parts to assist with the production process at Roll-Royce Goodwood for the production. The opening of the Technology and Logistics Centre has released key capacity for Roll-Royce at its main plant, and therefore makes a crucial contribution to the ongoing operations.

Planning History

- 2.13 The site formed part of the original planning application for the construction of the Technology and Logistics Centre was granted in August 2014 for the "*Erection of 2 No. detached industrial/distribution units (B1c/B2/B8) including access and servicing arrangements, car parking, landscaping & associated flood compensation area.*"
- 2.14 Since this original permission two subsequent variations of approved details (Condition 2) have been approved:
- BE/185/16/PL – Variation of Condition 2 (BE/64/15/PL) relating to various minor amendments to the plans. This included details relating to the extension area and amended landscaping. This application was approved in February 2017.
 - BE/64/15/PL – Variation of Condition 2 (BE/73/14/PL relating to approved plans. This included changes to the elevations, expansion of loading bay canopy and amendments to external areas. This application was approved in July 2015.

- 2.15 The final approved variation (BE/185/16/PL) sets out the approved site layout, as reflected in the constructed development. This includes the extension area (incorporating an additional area of hardstanding upon which this proposed temporary structure will be situated).
- 2.16 Since the original permission was granted in 2014, the following applications have been submitted (and subsequently approved on the site):
- BE/16/18/PL – Relocate existing cycle shelters, installation of 1no. portacabin & 2 no. smoking shelters in a fenced off compound; Approved 25th May;
 - BE/177/16/PL – Installation of an electronically controlled turnstile to control access to the building and installation of metal palisade fence to entrance door; Approved 11th April 2017
- 2.17 A planning permission has been granted (Hybrid) for additional commercial development adjacent to Unit 2 of the TLC. This includes an outline permission for up to 20,453sqm of B2 industrial floorspace, together with B8 warehousing and distribution floorspace. The detailed element of this permission comprised the earth works to facilitate the flood compensation area.

Transport and Movement

- 2.18 The site has two accesses onto Newlands Road. One is dedicated for Car Parking for staff & visitors, and the other (located between Units 1 & 2) is dedicated for HGV and service vehicles with a gate & security-controlled entrance.
- 2.19 Newlands Road has a direct spur onto the A29/A259 roundabout approximately 150m north-west of the TLC. This enables easy access between the Westhampnett plant & the TLC, as well as access to the wider road network.
- 2.20 Although Newlands Road currently only serves the TLC, it will also serve the adjacent development parcels and wider employment cluster. The entire site between Oldlands Farm & the A259 forms a strategic employment allocation.

Flood Risk and Drainage

- 2.21 The Environment Agency's Flood Risk Map, shows that the site lies predominantly within Flood Risk Zone 2, indicating a medium probability of flooding from rivers and sea.

- 2.22 However, the site was developed on the basis that floor level of the built development (both within the building and the associated hardstanding was constructed above 2.35m AOD).

Ecology and Arboriculture

- 2.23 The site of the proposed development is on an area of hardstanding and contains no ecological or arboricultural features.
- 2.24 Nevertheless, a Biodiversity Checklist has been completed and accompanies the planning application.
- 2.25 The only landscaping feature close to the application site is the attenuation pond (which provides flood storage and forms a key part of the surface water drainage function for the site. This triangular shaped basin is located approximately 50m south west of the edge of the Unit 1, and the proposed application site. This includes areas of aquatic planting. Mix shrub planting has also recently been planted along the southern and eastern boundary of the TLC, adjacent to application site.
- 2.26 Where the application site extends into the existing R-RMC site it comprises amenity grassland, within the vicinity of memorial trees which have been planted in memory of previous employees. There are no Tree Preservation Orders (TPO) on the application site.

Noise and Air Quality

- 2.27 The original application, granted in 2014, was accompanied by a Noise Assessment. This outlined that the noise levels from the main development would not result in a significant adverse impact on nearby sensitive receptors.
- 2.28 There are no sensitive noise receptors close to the application site, save for Oldlands Farm Cottages. These are shielded from the application site by Unit 1.

Heritage and Listed Buildings

- 2.29 There are no designated statutory or non-statutory heritage assets on or near the application site.

3.0 THE PROPOSALS

- 3.1 The proposed development seeks full planning permission for:

“Proposed development of a Temporary Logistics Building and ancillary works including service area”

- 3.2 This section outlines the proposed development and explains the design rationale that has informed the detailed design. This section comprises the Design and Access element of the Statement, meeting the National Validation requirements set out within the Development Management Procedure (England) Order 2015.

- 3.3 For the avoidance of doubt, this application is sought for a temporary period of 5 years (to the end of 2023).

Temporary Building

- 3.4 The main part of the development comprises the construction of a temporary building, that will provide a total of 1108m² of floorspace, complementing the existing storage and logistics storage space at the site.
- 3.5 The temporary building will be located at the far eastern end of the existing hardstanding and circulation area for HGV's, immediately adjacent to Unit 1.
- 3.6 The new storage building will be functionally (but not physically) linked to the existing Unit 1 Canopy on its northern elevation (at the eastern extent). This ensures easy access and connection with the existing storage units. The main entrances to the building to allow access for small service vehicles (such as forklifts) for the movement of parts, materials and crates.
- 3.7 The new building will be 10.4m in height (at ridge).

Ancillary Development

- 3.8 A canopy will also be installed above the existing area of hardstanding to provide an additional & dedicated loading and unloading area for HGV's. This will be located on the northern elevation of the temporary building. The Canopy area provides an additional 300m² of floorspace.

- 3.9 Additionally, a dedicated area will be established to the north of the proposed building as a location for empty storage crates. A compactor will also be retained adjacent to the proposed temporary building.
- 3.10 As a result of the above, there is a requirement to make minor amendments to the existing service area, including installation of Armco barriers around the edge of the new temporary building.

DEVELOPMENT PURPOSE

- 3.11 The primary purpose for the development is to provide additional security to the R-RMC supply chain for the next five years, to ensure a consistent supply of parts/materials in the short term.
- 3.12 The current buildings are currently close to existing capacity and should delays outlined above occur there will be a requirement to hold more stock to ensure that the manufacturing process is not stalled at the main Goodwood site.

DESIGN RATIONALE

- 3.13 This section outlines the design basis for the proposals and considers: Use, Amount, Layout, Scale, Landscaping, Appearance and Access (vehicular and transport links & inclusivity of access), in accordance with best practice guidance².
- 3.14 The following core design principles have been followed in the design of the temporary building:
- Provision of practical and efficient additional storage capacity;
 - The desire to ensure that the proposed temporary building is assimilated into the existing operations on site, with minimal impact;
 - The design of the building complements the existing site & surrounding built development.

Use

- 3.15 The proposed development comprises provides 1108m² of additional floor area to store of parts and materials. The Canopy provides a total area of 300m².

² Commission for Architecture and the Built Environment, 2006, *Design and access statements: how to write, read and use them*

Amount

- 3.16 The application site area extends to 1.43ha, the total area for the proposed building and ancillary works is significantly smaller – comprising a total area of approximately 2,200sqm.

Layout

- 3.17 The layout of the proposed building and its accompanying service areas has been designed to ensure that it does not obstruct the existing operations of the site. HGV's arriving to serve the new facility will turn within the existing parking, as set out on the Floor Plan (ref: RR-ACM-00-GF-DR-A-61000).

- 3.18 There is sufficient space for HGV turning within the existing HGV parking area, during the period in which the temporary building will be in place.

Scale

- 3.19 The proposed temporary structure is entirely subsidiary to the existing main storage buildings on site. The proposed building reaches a ridge height of 10.4m (below the ridge height of the existing buildings – Units 1 & 2 (13.6m). The height of eaves on the proposed temporary building is 6m.

Landscaping

- 3.20 No areas of existing soft landscaping will be removed through the proposed development.

Appearance

- 3.21 The temporary structure will be designed to ensure both ease of assembly and removal, once it is no longer required. The building will be clad in a colour that matches the existing Unit 1. The canopy will have a translucent PVC roof.

Access

- 3.22 This application does not alter the access arrangements to the site. HGV and service vehicles would continue to utilise the gated and security-controlled HGV entrance off Newlands Road.

- 3.23 The provision of a dedicated loading/unloading bay to the north of the (under canopy), provides access for HGV's to load and unload from the new building.
- 3.24 On-site HGV parking is not reduced through this temporary development.

4.0 RELEVANT PLANNING POLICY

4.1 Section 38(6) of the 2004 Planning and Compulsory Purchase Act requires that planning applications be determined in accordance with the development plan unless material considerations indicate otherwise.

4.2 Prevailing local policy is entrenched within the following adopted documents:

- Arun Local Plan 2011-2031 (Adopted July 2018)

In addition to this, the National Planning Policy Framework (NPPF) is a material consideration in the determination of planning applications.

4.3 This section provides an overview of the key policy requirements and an assessment of the proposal against those policies.

National Planning Policy

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

4.5 The NPPF has recently been updated, with the latest version published in July 2018.

4.6 Paragraph 7 of the NPPF outlines that at its heart, the purpose of the planning system is to contribute to the achievement of sustainable development performing an economic role, social role and an environmental role. Paragraph 11 emphasises that local planning authorities should approve development proposals that accord with an up-to-date development plan without delay.

4.7 Chapter 6, of the NPPF identifies the need to build a strong and competitive economy. The value of economic growth and the importance of economic needs is clearly identified at Paragraph 80 which states that *“Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity...”*

4.8 Paragraph 81 specifically identifies that planning policies should recognise and seek to address potential barriers to investment such as inadequate infrastructure and services.

- 4.9 Furthermore, Paragraph 81 identifies the need to ensure that policies are flexible enough to accommodate needs not anticipated in the plan to *“allow for new and flexible working practices, and to enable a rapid response to changes in economic circumstances”*.
- 4.10 Chapter 12 sets out the requirements for developments to ensure good design. Paragraph 124 states that “the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. One of the characteristics of quality of development and should be reflected through planning decisions, is to ensure that design responds to local character, reflecting the identity of local surroundings as well as being visually attractive as a result of good landscaping (Paragraph 127).

Local Planning Policy

- 4.11 The Arun Local Plan (2011-2031) sets out planning policy for future development within the District. Applicable policies include:
- Policy SD SP1 – Sustainable Development
 - Policy SD SP1a – Strategic Approach
 - Policy SD SP2 – Built-up Area Boundary
 - Policy EMP SP1 – Strategic Economic Growth
 - Policy EMP SP3 – Strategic Employment Land Allocations
 - Policy EMP DM1 – Employment Land: Development Management
 - Policy EMP DM2 – Enterprise Bognor Regis
 - Policy SKILLS SP1 – Employment and Skills
 - Policy T SP1 – Transport and Development
 - Policy W DM2 – Flood Risk
- 4.12 Policy SD SP1 aligns the Arun Local Plan to the National Planning Policy Framework in identifying that Arun DC will take a positive approach in considering development proposals, ensuring that it will always *“work proactively with applicants to jointly find solutions which mean that proposals can be approved wherever possible, and to secure development that will contribute to the social, economic and environmental conditions in the area”*.
- 4.13 Policy SD SP1a outlines the strategic approach for ensuring that the needs of the community are met through sustainable growth and the provision of suitable services. This includes a spatial strategy to provide for the economic needs of the community by

allocating circa 75 hectares of employment land to meet the needs and aspirations for the District.

- 4.14 Policy SD SP2 states that *“development should be focused within the Built-up Area Boundaries and will be permitted (subject to consideration against other policies in the Local Plan”*. The site is within the Built-up Area Boundary shown on the appended Policies Map.
- 4.15 Policy EMP SP3 allocates Oldland’s Farm, as Strategic Employment Land. This area forms part of 75 hectares of allocated employment land set out within Policy EMP SP1, which amongst other objectives seeks to protect and enhance existing and allocated employment sites.
- 4.16 Policy EMP DM1 reaffirms that the Council will seek to protect and enhance existing employment sites and premises. The Council will;
- a. Support appropriate proposals for development, redevelopment, upgrading or modernisation of existing premises and/or proposals which make more efficient use of under-used employment sites*
 - b. Work with landowners to achieve better management of employment areas, including measures which increase sustainability.*
- 4.17 Policy EMP DM2 states that B1, B2 and B8 proposals within the allocated Strategic Employment Land/Enterprise Bognor Regis (e.g. Oldland’s Farm) will be supported provided the following are addressed;
- a. Suitable upgrading and provision of access and/or junctions to the A29/A259 and Roman Way*
 - b. Transport Assessment and Travel Plan demonstrate how impacts of development can be mitigated*
 - c. Appropriate flood mitigation works and connection to existing sewerage system*
 - d. Suitable habitat assessment and mitigation measures where necessary*
 - e. High standards of design and landscaping*
 - f. Suitable screening to protect the amenity of existing residents*
- 4.18 Policy SKILLS SP1 outlines that the Council will encourage proposals that support an increase in skills levels and employability.
- 4.19 The R-RMC site is located within Flood Zone 2. Policy W DM2 outlines that development in areas at risk of flooding will need a site-specific Flood Risk

Assessment, identify mitigation measures, and meet the sequential test in accordance with the National Planning Policy Guidance. New site drainage systems should also be *“designed to take account of events which exceed the normal design standard”*.

- 4.20 Policy 9 outlines how development and infrastructure provision will be coordinated and ensure that development mitigates the impacts of the development on existing infrastructure, facilities or services. It also requires development to make effective use of existing infrastructure, facilities and services, including opportunities for co-location, whilst also ensuring that development either provides or funds new infrastructure/facilities required to accommodate a proposed development.

5.0 EVALUATION AGAINST PLANNING POLICY & JUSTIFICATION

Principle of Development

- 5.1 The National Planning Policy Framework's core principle "is a presumption in favour of sustainable development". The NPPF places a strong emphasis on fostering economic growth and is a central core focus of sustainability alongside social and environmental considerations.
- 5.2 A fundamental principle of the planning system is that *"planning applications should be determined in accordance with the Development Plan, unless material considerations indicate otherwise"* (Section 38 (6) of the Planning and Compulsory Purchase Act 2004).
- 5.3 The principle of development is confirmed by the TLC's location within Oldlands Farm – an allocated Strategic Employment Site.

Assessment against Planning Policy

- 5.4 The table below provides a brief assessment of the proposed development against applicable and relevant local planning policies, that should be applied when considering the proposed development:

Policy	Proposed Development compliance	Summary
Policy SD SP1 – Presumption in favour of Sustainable Development	✓	The development will allow the existing site to continue to provide economic and social benefits, with potential environmental impacts mitigated.
Policy SD SP1a – Strategic Approach	✓	The development will be within the District's employment land allocation, complementing the site's existing use and support the existing economic activity in the area.
Policy SD SP2 – Built-up Area Boundary	✓	The site is within the built-up area boundary. Applications within this boundary should "be

		permitted subject to consideration against other policies in the Local Plan”.
Policy EMP SP1 – Strategic Economic Growth	✓	The site is within the allocated employment land.
Policy EMP SP3 – Strategic Employment Land Allocations	✓	The site is within the allocated Strategic Employment Land
Policy EMP DM1 – Employment Land: Development Management	✓	The development constitutes the ‘enhancement of employment premises and sites’. The proposal makes more efficient use of the land by introducing higher capacity for on-site storage.
Policy EMP DM2 – Enterprise Bognor Regis	✓	There are no adverse impacts on the transport network (no additional trips are envisaged). There is also no impact on biodiversity, existing sewerage or flood risks (as demonstrated by the submitted Flood Risk Assessment).
Policy SKILLLS SP1 – Employment and Skills	✓	The development complements the existing use of the site, which provides employment in the area.
Policy T SP1 – Transport and Development	✓	There are no additional trips envisaged as part of the development. This is set out further at 5.5.
Policy W DM2 – Flood Risk	✓	The proposed temporary structure will be placed on an existing paved area that is fully drained. This is set out further at 5.7- 5.8.

Transport and Highways Impact

- 5.5 There are no additional trips envisaged as a result of the development, and therefore no requirement for additional car or HGV parking. The delivery of parts and materials for storage are already undertaken on a regular basis between Rolls-Royce Goodwood & the TLC, and from other suppliers around the UK.
- 5.6 Therefore, a Transport Statement or Assessment is not required to support this planning application.

Flood Risk & Drainage

- 5.7 The application is accompanied by a Flood Risk Assessment. The FRA confirms that although the proposed development is within Flood Zone, the TLC should be placed within Flood Zone 1, due to the compensation work that was undertaken in accordance with the original permission.
- 5.8 The FRA confirms that there is no change to the impermeable area under the proposals. The permission for the (raised) paved area was supported by a 2014 Flood Risk Assessment (FRA) and a subsequent drainage strategy which was implemented for the Technology and Logistics Centre.
- 5.9 The current FRA (which draws on the 2014 FRA) demonstrates that the proposal makes no change to flood risks either to the site itself or to any third-party land. The development therefore complies with Policy W DM2.

Material Planning Considerations

- 5.10 The economic benefits of supporting a major, internationally significant business that brings investment both nationally & internationally to the local area is material planning consideration in favour of the proposed development.

Economic Rationale

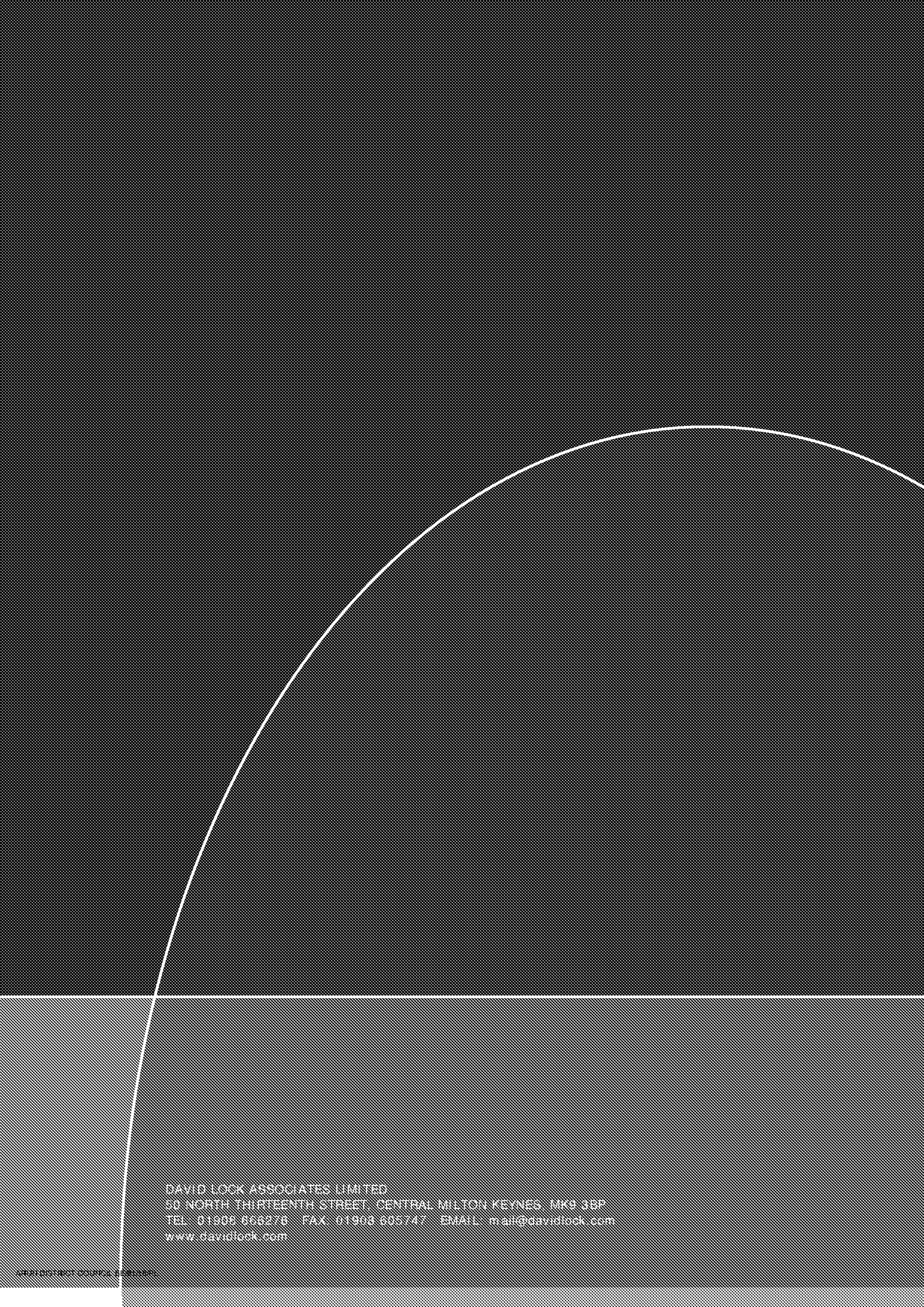
- 5.11 Rolls-Royce Motor Cars (R-RMC) is one of the major employers in West Sussex and the world leader in the manufacture of super luxury motor cars. Since the Goodwood manufacturing site became operational, R-RMC has seen strong growth, with accompanying staff and production increasing significantly since it first opened in 2003. The number of vehicles produced has grown from an output of less than 1,000 to around 4,000 vehicles per annum, in response to increased demand and expanding

export markets. More than 90% of the vehicles produced are exported to over 50 countries worldwide.

- 5.12 The recent opening of the TLC adds to R-RMC's significance to the local & sub-regional economy. The new temporary facility is essential to ensure that Rolls-Royce can continue to optimise the storage of car parts & materials. This is a short term, but critical requirement, to ensure that R-RMC can maintain sufficient stock to ensure operational efficiency and increase R-RMC resilience to unforeseen delays.

6.0 CONCLUSIONS

- 6.1 The proposed development seeks the construction of a Temporary Logistics Building and associated work for a period of 5 years (to the end of 2023).
- 6.2 The proposed development will make more productive and formalised use of an underused area of hardstanding on the existing site. Furthermore, the proposed development will complement the existing TLC. The proposed development is also in accordance with local planning policy, being employment development on a strategic employment site (Policy EMP SP3).
- 6.3 This therefore presents a clear, compelling planning & policy compliant case for Arun District Council to determine the application favourably and promptly.



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