

**Redevelopment of the
Brookside Premises,
Brookside Avenue,
Condair Ltd,
Rustington,
BN16 3LN**

**Planning,
Design & Access Statement**

December 2024



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This document has been prepared by Fellows Planning Ltd on behalf of Condair Limited to help prepare a full planning application submission for the site.





Executive Summary

The Condair Site consists of two back-to-back commercial buildings in the heart of Rustington Industrial Estate. This planning application seeks to remove the now out dated accommodation at the rear and replace it with new fit for purpose high-quality employment floorspace that is more reflective of the companies changing business needs. Given the requirement to not cause disruption to the current business operations, it is hoped that the site can be developed in two phases. The first phase is to demolish the rear buildings facing Brookside Avenue and bring forward a new office complex in this eastern area. Once staff are transferred across, this will enable the Artex Building to be redeveloped (albeit the warehouse facilities will continue to be used by Condair until alternative premises are found).

The site is in a sustainable location and considered important given it supports local employment opportunities. Condair's plan to re-invest and better utilise the existing employment land under their ownership supports the long-term aspirations locally to improve this important industrial estate. The proposal rationalises and seeks to improve the current access arrangements to the site, involves the creation of more formal car parking and cycle provision, new associated landscaping and other works to enhance its road frontage. The development provides an opportunity to create;

- Substantial investment and expenditure in the employment area which will bring this parcel of land up to modern day standards
- A sustainable, new purpose built office complex that is well-designed and respects its context, creating a high quality environment whilst still ensuring the site is efficient and fit for purpose.
- Site layout, design and height appropriate to the local area, that will improve legibility and create a sense of arrival along the main frontage.
- Enables the future redevelopment of the Artex Building which can reflect the market demand for a variety of light industrial, warehousing and storage facilities with ancillary office accommodation above.
- Improved pedestrian routes, connections and facilities designed to encourage employees to walk and cycle to work. Provision of electric vehicle charging points within the car park will also be included.

Introduction



Condair, Brookside Avenue, Rustington Industrial Estate (October 2023)

Overview and Background

This statement has been prepared on behalf of Condair Ltd to support a pre-application enquiry for the redevelopment of their current premises, located on a dual road frontage plot on Brookside Avenue, in Rustington Industrial Estate.

This document has been prepared by Fellows Planning Ltd and MH Architects, with contributions from members of the wider design team. It sets out the initial design and development aspirations for the site, including some background around the need for the development and how the proposals have evolved to date.

This statement contains a summary of the site context, analysis of the surrounding area and interpretation of the relevant planning policies which has further guided the design proposals. It also explores how the physical elements of the scheme have been informed by the site's context and explains the steps taken in the design process to accommodate the new employment space.

This statement should be read in conjunction with the plans prepared by the architects. Further technical reports have been undertaken in relation to Transport, Drainage and Ecology.

Project Outline

This is an exciting project to maximise the sites potential given half of the current premises accessed from Brookside Avenue are underutilised. This is because the Swiss Condair Group, a global leader in humidification and evaporative cooling, initiated the construction of a combined production and logistics facility in Hamburg a few years ago. This allowed the expansion of the business and consolidated some of its operations from across four different premises elsewhere in Europe.

Since then, the facility in Rustington closed most of its manufacturing and assembly functions. The UK premises now focuses mainly on installation design, sales and supporting it's UK customers in the offices that remain utilised. Some testing of equipment and storage does take place, but on the whole plant is shipped direct to customers now from the new facility near Hamburg.

Whilst the offices and part of the warehouse accessed from Artex Avenue are still actively used, the rear premises accessed from Brookside Avenue are mainly empty. They contain disused storage areas, various offices, recreation and staff rooms. Most

of the rear premises provide poor quality accommodation and are highly inefficient from an energy perspective. This is because the premises are very dated and were adapted and extended in a haphazard way.

In light of this and the lack of demand for the outdated accommodation given its current form and layout, the purpose of the redevelopment is to design a new office space for Condair's current staff, with a small warehouse to support some of its engineering roles provided in the UK. In order to avoid disruptions to the current business, it is intended to demolish the under utilised buildings at the rear in the first instance. This will enable purpose built offices to be built which are accessed from Brookside Avenue. Once the staff have moved across, the premises accessed from Artex Avenue could be redeveloped. This will either form part of Condair's business (depending on future growth) or could be sub-let if the premises are no longer required. This will mean the site could be redeveloped in two phases depending on the economic climate over the coming years.

The existing buildings are in need of modernising and are proposed to be demolished so this reflects the company's main operations. The new buildings can also be designed to be flexible so they can be adapted to suite a range of occupiers needs and future-proofed for longevity.

The rear of the site is proposed to be redeveloped with new modern fit for purpose offices falling within use class E (g)(i), with ancillary storage facilities. This will include the rationalisation of the current access arrangements and utilise the large expanse of under used hard landscaping areas. It should be noted that generally Class E uses can be carried out in a residential area without detriment to its amenity.

Following the completion of the above, the remaining buildings will be demolished and this will be redeveloped to accommodate a new commercial building with ancillary offices, parking, landscaping and other associated works falling within Class B8, B2 and Class E (g) i-iii of the Use Classes Order 1987 as amended.

The proposals are an opportunity to bring forward significant investment into this well-established employment area by replacing outdated warehouse and office buildings with new fit for purpose, high-quality commercial premises that is more reflective of modern business needs.

The Site & Surroundings



Artex Avenue main frontage

Site Context

The 0.34 hectare site is located on the eastern side of Artex Avenue, Rustington and comprises of two industrial buildings back-to-back, lying between Artex Avenue and Brookside Avenue. The site is rectangular in shape, with vehicular access on both road frontages albeit there is no connecting vehicular route through the site itself. Each entrance provides access to separate car parking areas serving the existing office and warehouse complex.

Artex Avenue and adjoining roads are on an established Industrial Estate sometimes referred to as the Rustington Trading Estate. The employment area contains approximately 77 units with Class E(g), B2 and B8 uses. These units encompass three main roads, Artex Avenue, Brookside Avenue and Dominion Way. Nearby buildings vary from medium sized warehouses to three-storey offices. There is a wide range of building forms, ages and materials, many buildings are in need of modernisation or refurbishment.

The Artex Avenue building dates from the late 1960s / early 1970s, and is a large-span portal framed warehouse building fronted by two storey flat-roofed offices that cover about three quarters of the width of the building. The slope of the warehouse is hidden behind a parapet wall. There is a barrel-vaulted fabric shelter on the northern side of a recess, to give some shelter to the set-back loading door. The frontage includes a staff and visitor car parking area containing approximately 28 car parking spaces.

The Brookside Avenue building appears as a two storey brick building at its core, with a flat roof single front and larger side projection that appears to date from a similar period, circa the 1960s/70s. There is also a lean-to portal framed warehouse building on the southern side of its core, with sliding loading doors facing the road. Behind this is a further flat roof single storey building that wraps around this and the western side of the core building making a disjointed L-shape. Prior to being part of the Condair complex, the building to the rear was thought to be a commercial bakery that was later adapted for the manufacturing use.

There is a small gap between the two premises and a hardstanding area. There is a small loading bay to the eastern side of the Artex premises facing into this space, alongside some plant, an emergency exit and first floor windows. The

majority of the site is covered with buildings, concrete hard standing or tarmac/adam surfacing, with very limited planting.

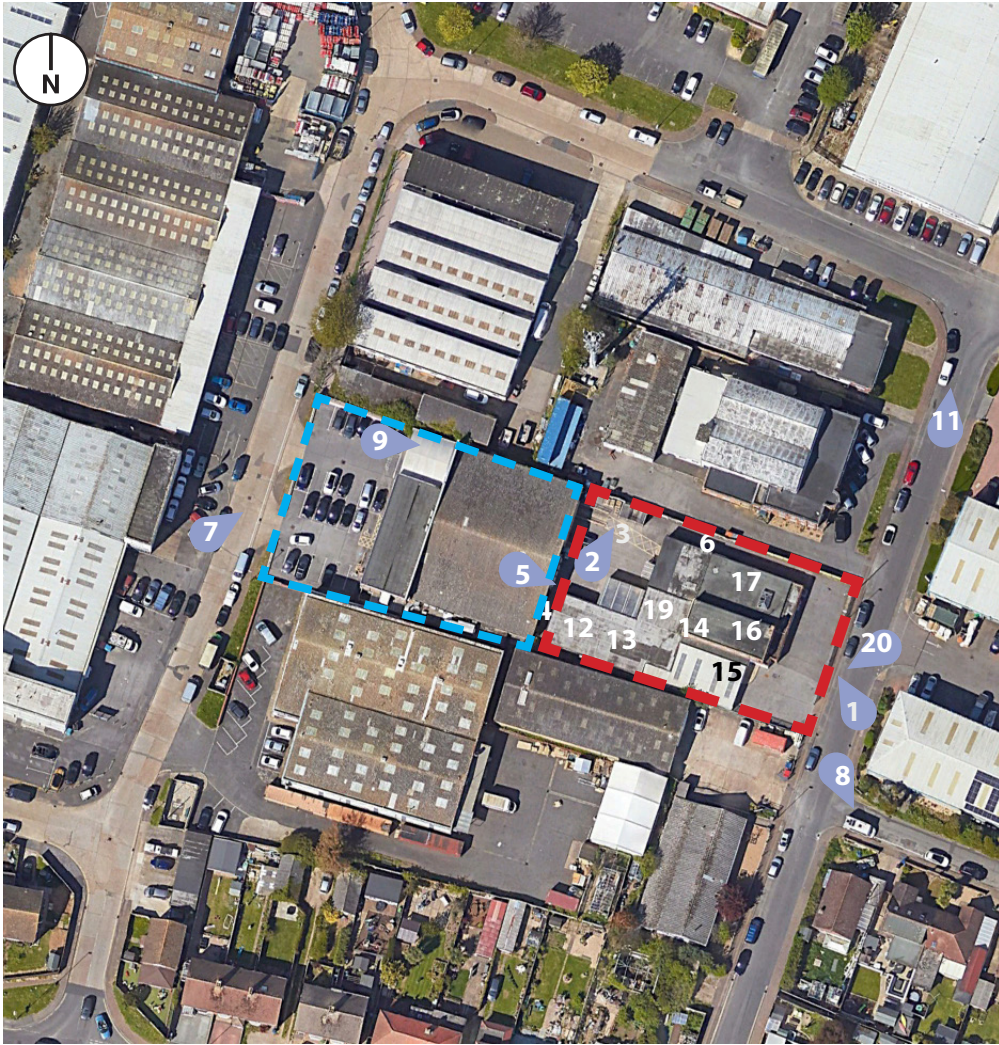
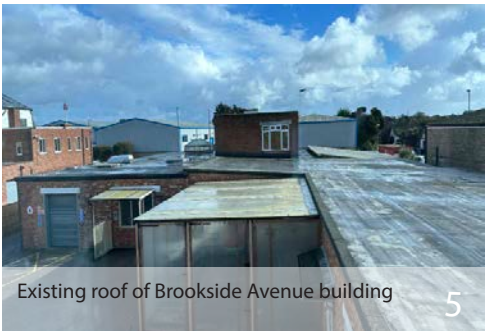
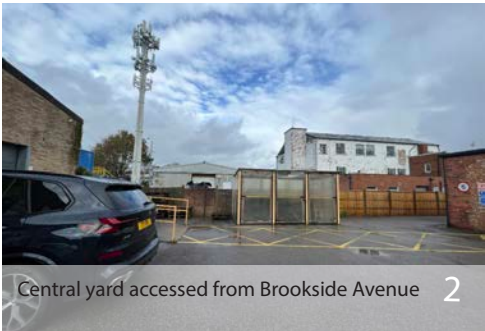
To the north of the Brookside Avenue building is a brick built two storey offices, that is attached to a three-storey building and further warehouses. In the centre of the site is a tall mobile phone mast. To the south of the Brookside building is a medium sized warehouse that is set-back from the road by an area of large hardstanding. Beyond this are further commercial premises set closer to the road before this changes to residential gardens associated with the dwellings that face Worthing Road (B2187). To the east of the site is a mix of residential properties and further commercial industrial estates. The employment area includes a mix of offices, large scale industrial units and warehouse development, with some small trade counters and a gym amongst the variety of businesses located here.

Rustington is a popular West Sussex town located on the south coast between Littlehampton 1.5 miles to the west and Worthing 6.5 miles to the east. Brighton & Hove is located 16 miles to the east and Chichester 11.5 miles to the west.

Rustington Business Park benefits from good vehicle access to the A259 and A27 providing east/west routes. The A24 is easily accessible to the north-east. The new Lyminster bypass, connects to the A259 1.5 miles to the west of the property. It now provides improved access to the A27. Angmering Rail Station is located less than 1 mile to the east and provides regular rail services to Southampton, Brighton and London Victoria.



Site Location and wider context to strategic roads





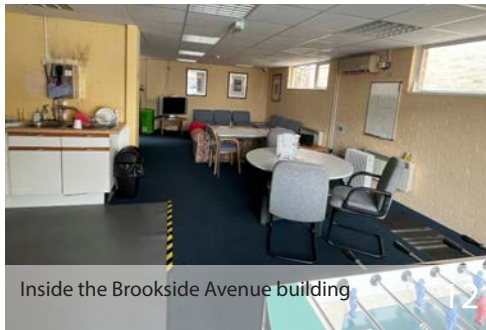
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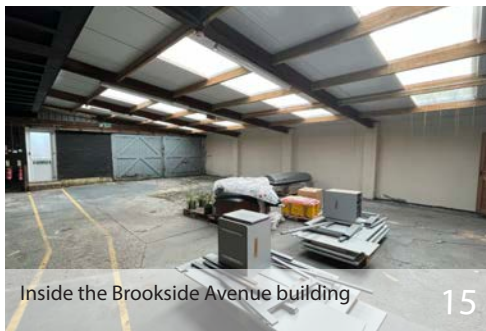
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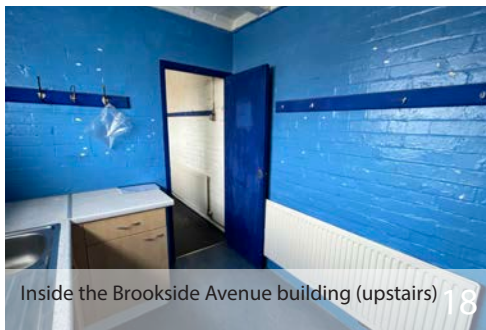
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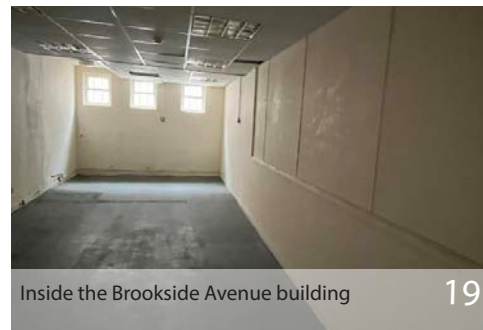
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Existing & Previous Uses

Relevant Site History

The site and the surrounding industrial estate was developed from land that was originally a brick works in the late 1880s, which later became Brookside Nursery up until it was redeveloped into an employment area in the 1960s and 1970s.

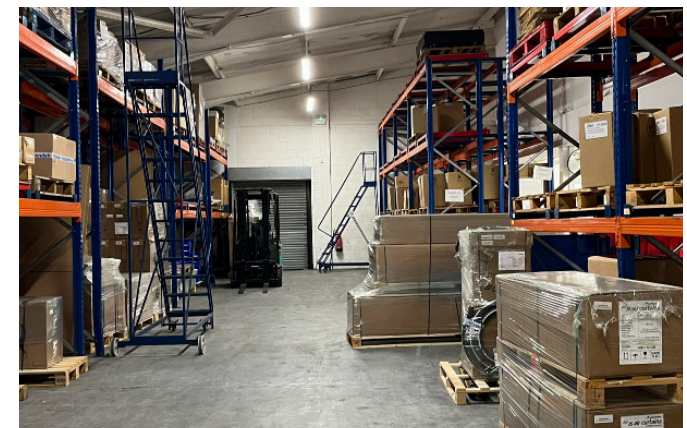
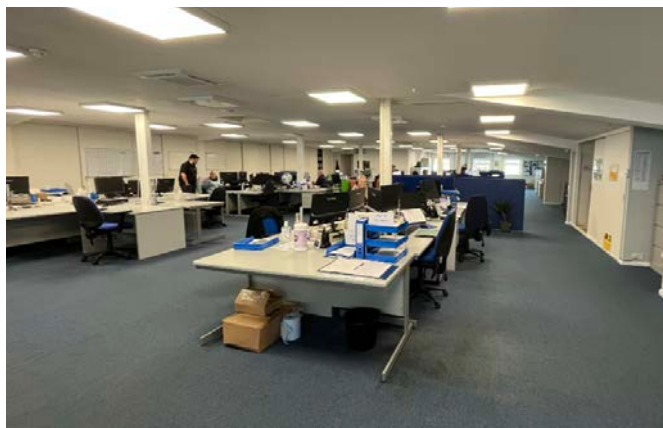
The two back-to-back premises have been altered, extended and adapted since they were originally constructed in the 1970s. It is understood that the two premises were once under separate ownership but there is very limited planning history associated with the building facing Brookside Avenue.

A summary of the of the most relevant planning history relating to the Artex Avenue premises (identified as J S Humidifiers previously) is provided below:

- R/194/09 - Proposed covered loading area in front of loading doors on Artex Avenue frontage (Approved 20-11-2009)
- R/169/07 - New enclosure for personnel platform lift (Approved 13-08-2007)
- R/196/98 - First floor extension to offices (Approved 08-02-1999)
- R/224/96 - Renewal of office - front elevation (Approved 20-12-1996)
- R/132/95 - New external fire escape stairs with doorway from building (Approved 30-10-1995)

The existing site has been used as B2 General Industrial premises up until recently where the functions are more akin to a light industrial, storage and office use now. The building is not purposely built with this flexibility in mind, with the offices upstairs having restricted outlook at its core. This means that lighting is permanently switched due to its design. The warehouse underneath also has restricted floor to ceiling heights that would be restrictive to some commercial operations. It is clear that the warehouse is not used as it once was, with some areas no longer utilised.

The proposed redevelopment is an opportunity to ensure a more efficient use of land, with buildings that are fit for purpose and have longevity. They can be made to be flexible and more adaptable to modern business needs.



Recent photographs of offices upstairs inside the Artex Avenue premises

Existing warehouse and testing areas within the Artex Avenue premises

Pre-Application Enquiry

Pre-application Discussions

A pre-application enquiry was submitted in November 2023 under reference PAA/122/23. The planning officer who lead the discussions was Harry Chalk. A site visit was undertaken which was also attended by the strategic development team leader. David Easton.

A written pre-application response was received on 12th February 2024. This identified that the site is within the Built-up Area Boundary where the principle of development is acceptable subject to the consideration of other relevant Development Plan policies as per policy SD SP2 of the Arun Local Plan (ALP).and the Neighbourhood Plan.

The pre-application proposal included two design options. One being at 6000sqft and another being 8000sqft. These design options would remain fundamentally the same with one being slightly longer in depth, resulting in a greater internal floor space. The design was considered a more contemporary structure than those of the surrounding area which mostly appear dated.

The proposal would be of two-storeys and occupy a significantly lower footprint than the existing structure as a result. The design choice and materials, whilst could arguably be interpreted as out of character given the updated design, is likely to be acceptable and certainly a visual improvement over the existing building which has been extended on an apparently ad hoc basis over the years and has a disjointed layout. Many structures within the wider area are of two storeys, some of three. The scale and siting of the building would be acceptable.

The site is inclusive of parking and landscaping. Its proposed layout is to be rationalised, maintaining a comparable vehicular access point to the existing and condensing the footprint of the building allows for the areas of the site to the south and west to be used for a dedicated car park, bin stores, and loading bay.

The proposed design is a welcome modernisation of an outdated structure.

The general layout of the site appears rational and viable, although some reorganisation of parking provisions will need to be facilitated.

Arun Design Guide requires standard parking spaces to be a minimum of 5m long by 2.5m in width, and disabled parking bays to be a minimum of 6m by 3.6m (LxW) to ensure wheelchair accessibility. Both the proposed site plans indicate that disabled bays and cycle storage areas are to be to the rear of the site. Such provisions should be as close to the main entrance of the building as possible to encourage the use of alternative transport methods and ensure the provided disabled bays are viable for users with limited mobility.

It is also understood from the submitted indicative floor plans that both a lift and showers are to be provided, which is welcomed, however, these are located to the front at the main entrance, further emphasising the need for both the cycle and disabled parking provisions to be closer to these facilities at the front of the site. Individuals with limited mobility may need additional measures to reassure safety when crossing transport networks, be that vehicular or cycle routes. It would be positive to see painted and designated pedestrian crossing facilities with drop kerbs/ramps where necessary e.g. if disabled bays are to cross the main access into/through the site. The disabled bay illustrated on the Option A site plan also appears to overlap with a loading bay to the rear. It is understood that deliveries to the site for Condair are likely to be limited and infrequent and the sharing of this space may have a limited impact as a result. Nonetheless, such bays should not share space with a separate function that could diminish their usability. Further, although the impacts may be limited for Condair's needs and resultant use of the site, this does not plan for any future occupiers of the site and should be addressed in any formal application.

The site is within a sustainable location with reasonable public transport connections. It is understood that the Artex Avenue side of the street is subject to large parking constraints. Some commentary as to how the scheme would impact local parking constraints and provide sufficient levels of parking and accommodate efficient servicing, such as bin collections/deliveries should be produced in line with the recommendations of Policy T SP1, to further support the scheme.

It is understood that the rear of the site benefits from an existing vehicular access and that the proposed access is in a comparable location. With respects to any large vehicle deliveries, highway safety, an manoeuvrability, great weight would be given to any comments received from the WSCC Highways Department at the application stage. The principle of re-using the existing vehicular access is outwardly logical and the site appears to have sufficient space for the turning of cars and vans. Should any larger vehicles require access to the site and/or loading bay i.e.

municipal waste vehicles or lorries for deliveries, evidence may be required to show that this is feasible. The site is located in Flood Zone 1 and is at the highest risk of groundwater flooding. Some parts of the perimeter of the site are also at low risk of flooding due to surface water. As such, in line with footnote 59 of the NPPF and W DM2 of the ALP, the proposal will need to be supported by a site-specific Flood Risk Assessment (FRA). The site is entirely hardstanding, impermeable surfaces at present and the incorporation of sustainable urban drainage features will likely be an improvement to drainage on site.

The existing structure is outdated, has been extended and altered in an ad hoc manner and has very low energy efficiency. The new structure would be far more energy efficient, which is supported, alongside the inclusion of renewables and the fabric first approach. The response concluded that subject to the relevant Development Plan policies, the above constraints, considerations and advice, the proposal would likely be supported at the planning permission application stage. This applies to either of the two options presented.

Option 1 - Layout



Option 2 - Layout



Planning Considerations



Planning Policy Context

The principle of redevelopment for flexible commercial uses which retains the site in employment uses is considered to be acceptable due to its location within the designated urban area boundary and well-established Rustington Industrial Estate.

The site is sustainably located for employment use and can contribute to the aspirations of the Arun Local Plan, Rustington Neighbourhood Plan and Village Design Statement to regenerate this large well-established employment area. The redevelopment also offers an opportunity to make use of underutilised land, the notion of which is supported by the NPPF.

The proposed development has the ability to help ensure that Condair can remain in its current location, in purpose built accommodation to reflect its changing business needs. It will retain its current local workforce and potentially employ additional ones as the business expands. It will also have the ability to create numerous jobs, benefiting from its location along the south coast for its wider labour pool and reducing out-commuting when the rest of the site is redeveloped.

The Development Plan for the site includes the Arun District Council Local Plan 2011-2031 (adopted in 2018) and the Rustington Neighbourhood Plan 2014-2029 (adopted in March 2015). This will remain in place and guide development until local plan is updated, which is now more than 5 years old.

A Direction of Travel Consultation will shortly be held for the emerging Local Plan. This is an 'Issues and Options' document that will be published in the new year for comment. A draft copy is viewable on the Council's website that seeks to highlight future development needs and how these could be met sustainably, to reflect the changing vision for the area, along with various legislative changes. However given the early stages of the updated local plan, this has limited weight in planning decisions currently. It is useful to see how planning policy in the local area may change in the future and their emerging priorities have been taken into consideration.

Other relevant guidance includes Arun's District Council Parking Standards Supplementary Planning Document (SPD) (Adopted 2020) and Arun District Design Guide SPD (Adopted 2021) (an update to this document is currently out to consultation).

Arun District Local Plan - Adopted 2018

There are several policies in the Adopted Arun Local Plan (2018) which are relevant:

- D DM1 Aspects of form and design quality
- D SP1 Design
- EMP DM1 Employment Land: Development Management
- SD SP2 Built-up Area Boundary
- EMP SP1 Strategic Economic Growth
- ENV DM5 Development and biodiversity
- QE DM1 Noise pollution
- T SP1 Transport and Development
- W DM3 Sustainable Urban Drainage Systems

This site is located within the built-up area boundary (BUAB) where the principle of development is acceptable subject to other policies within the local plan.

The site is located within the employment area known as Rustington Trading Estate. Existing employment areas are protected although redevelopment opportunities are discussed in detail within the Development Management Policy relating to Employment Land below.

1. Enhancement of employment premises and sites
The Council will seek to protect and enhance existing employment sites and premises in order to maintain a supply of good quality commercial sites and premises to meet the needs of businesses and the local economy.

The Council will promote and support positive measures to upgrade existing employment areas through:

- Supporting appropriate proposals for development/redevelopment of employment floorspace, upgrading or modernisation of existing premises and/or proposals which make more efficient use of under-used employment sites and premises; and
- Working with landowners and developers to achieve better management of employment areas, including measures which increase sustainability and reduce crime.

2. Protection of existing employment premises and sites
Existing employment sites and premises will be protected

where there remains a reasonable prospect of employment use.

3. Relocation and expansion of existing businesses

The Council will positively encourage the relocation of existing firms wishing to expand within Arun District where this will improve their economic and environmental sustainability, improve the local environment for local residents and/or enhance the sustainable development potential of adjoining sites. The Council will support the regeneration and renewal of these sites and their surroundings for housing and mixed-use development, if this assists the viability of the business relocation in Arun District.

4. Office development

The Council will seek to direct office development to the town centres. Enterprise Bognor Regis will also be considered as a suitable location for office development in accordance with Policy EMP DM2.

5. Range of unit sizes

Where appropriate the Council will require the provision of a range of unit sizes including small and medium sized business units and live-work units in new economic development and mixed-use sites to ensure the needs of businesses are met.

This proposal would accord with this ambition, bringing investment into this key employment area, whilst at the same time ensuring the premises are fit for purpose.

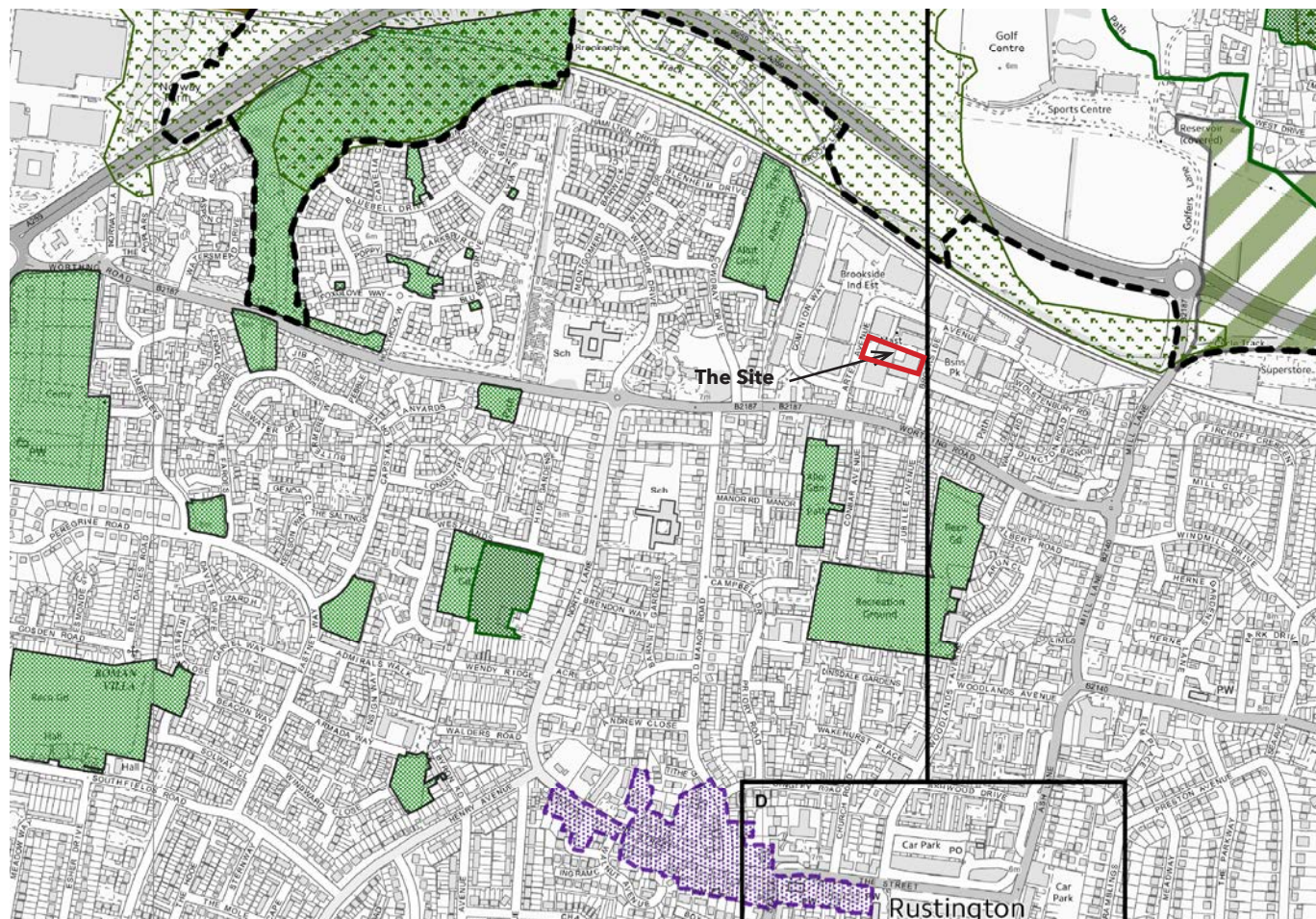
Rustington Neighbourhood Plan 2014-2029 (Adopted 2015)

The following policies in the Made Neighbourhood Plan are also relevant:

- Policy 6: Local Employment
- Character Area 3

The site is located within the Rustington Trading Estate, which includes Artex Avenue and Brookside Avenue. Existing employment sites and areas (which includes this site) are protected under policy 6.

The policy text acknowledges that 'The Trading Estate is an important source of employment for local people. It is identified in the 2010 Arun Employment and Economic Land Assessment



Arun Local Plan Policies Map 4 (Littlehampton & Surrounding Area) and identification of the Site

Chapter 7 - Settlement Structure & Green Infrastructure		
Gaps Between Settlements:		
AL	Arundel to Littlehampton	
AREP	Angmering to Rustington/East Preston	
AW	Angmering to Worthing	
EPF	East Preston to Ferring	
LM	Littlehampton & Middleton-on-Sea	
WF	Worthing to Ferring	
		Built-up Area Boundary
		Gaps Between Settlements
		Setting of Arundel

Chapter 8 - Employment & Enterprise	
	Economic Growth Area
	Strategic Employment Site
	Courtwick
	North Littlehampton
	Angmering
'Made' Neighbourhood Development Plans	
	Housing Site

Chapter 17 - Natural Environment	
	Sites of National Importance for Nature Conservation (SNINC)
	Sites of Nature Conservation Importance (SNCI)
	Biodiversity Opportunity Area (BOA)
	Local Nature Reserve
	Local Green Space

Report as a sizable industrial area of 10 ha comprising a mix of Class B1c, B2 and B8 uses (Town and Country Planning (Use Classes Order) 1987, as amended. There are approximately 77 units of a variety of sizes and conditions. The report regards the site as of good quality which appears to be meeting the needs of existing employers. It is therefore important that the Estate continues to be a successful, strategic location for business, serving not just Rustington but also Arun District.

Policy 6 seeks to protect existing employment or business uses, unless it can be demonstrated that the existing use is no longer viable. Proposals to expand an existing employment or business use will be supported, provided that any impact on flood risk, local amenity, traffic and landscape can be satisfactorily mitigated. This policy also seeks to protect existing employment sites, especially the Rustington Trading Estate, from an unnecessary loss to other uses and to encourage new employment development at existing sites.

Rustington Village Design Statement

The Village Design Statement has characterised Rustington Business Park, sometimes known as Rustington Trading Estate as Character Area 3. This character area forms part of the light industrial employment areas. The planning guidelines indicate that the alteration and conversion of industrial buildings is based more on practical design individual to the business type rather than aesthetic based design, however good design that considers its surroundings is still important. The design should be important but not a priority for the Rustington Business Park area.

The design statement acknowledges that the area is well screened from Worthing Road and in practice any changes to the units would not be apparent, unless visiting the estate. The statement indicated that 'There should be no hindrance to both new and existing business operations which Rustington needs to protect and encourage'.

Rustington Business Park has seen some positive new developments and refurbishments recently, however there are some older buildings that are lacking investment, or unoccupied, both of which are hard to control. Investment in the redevelopment or improvement of these buildings should be encouraged.

The Rustington Village Design Statement goes on to say that any changes requiring planning consent should be welcomed, regardless of colour, scale, flue position etc, as long as they do not adversely affect the rest of the Business Park.

The infrastructure and access to the Industrial areas are important and should be maintained to a high standard.

The statement also highlights the fact that 'Rustington Business Park benefits from good vehicle access to the A259, and pedestrian access to Angmering railway station, however it suffers from narrow junctions onto Worthing Road at its vehicle entrance/exit points, made worse at peak times by parked cars close to the junctions. Signage within Rustington Business Park is being improved gradually. However businesses report that they would like to see one identity for the whole business park'.

The Statement promotes a Business Improvement District (BID) for Rustington Business Park around the following themes;

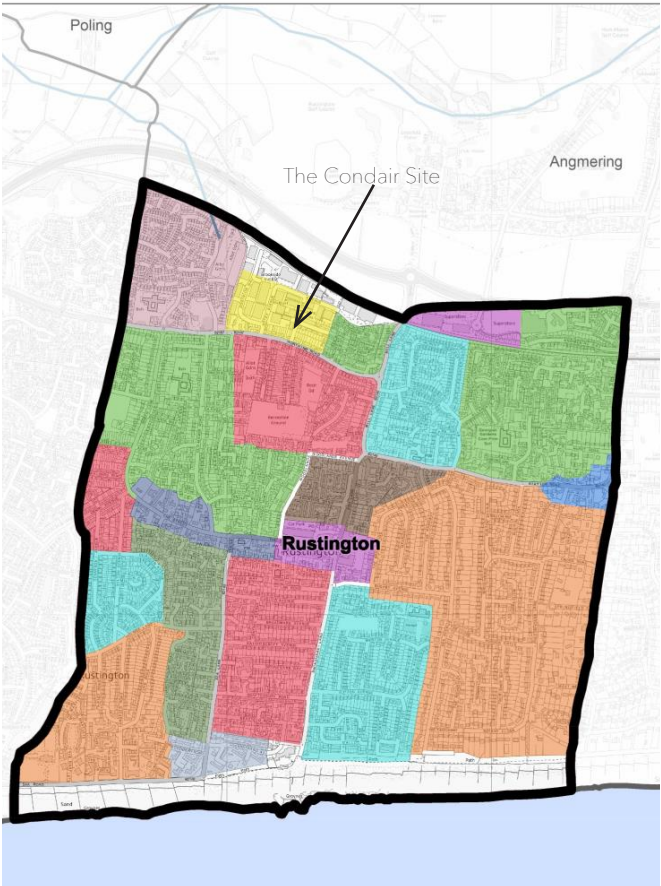
- 1) Accessibility and Signage
- 2) Appearance and Cleanliness
- 3) Business Voice
- 4) Safety and Security

The two themes that will have an effect on the design of the existing and future buildings are outlined below.

Rustington Business Park benefits from a diverse and varied company base and subsequently there are many different types of buildings, property layouts and frontages. It indicates that there is an opportunity to allow the professionalism of the estate residents to be reflected by the impression that the estate surroundings portray. The Appearance and Cleanliness theme will seek to maximise this opportunity by working with all business owners and occupiers to deliver the above benefits:

Whilst many of the findings of the Village Design Statement are true, since 2015, there has been a continued lack of investment in the estate, resulting in deterioration in the quality of the urban form and building stock. This has in turn exacerbated the lack of private sector investment. The Council should seek to break this cycle, supporting the intensification of brownfield sites to provide the District's development needs and the aspirations of this pre-application should therefore be supported.

This commercial development is also expected to support local people in accessing employment and skills training as a result of this investment so would bring forward a whole host of wider benefits.



Key: Rustington Character Areas (Village Design Statement)



The Design Framework

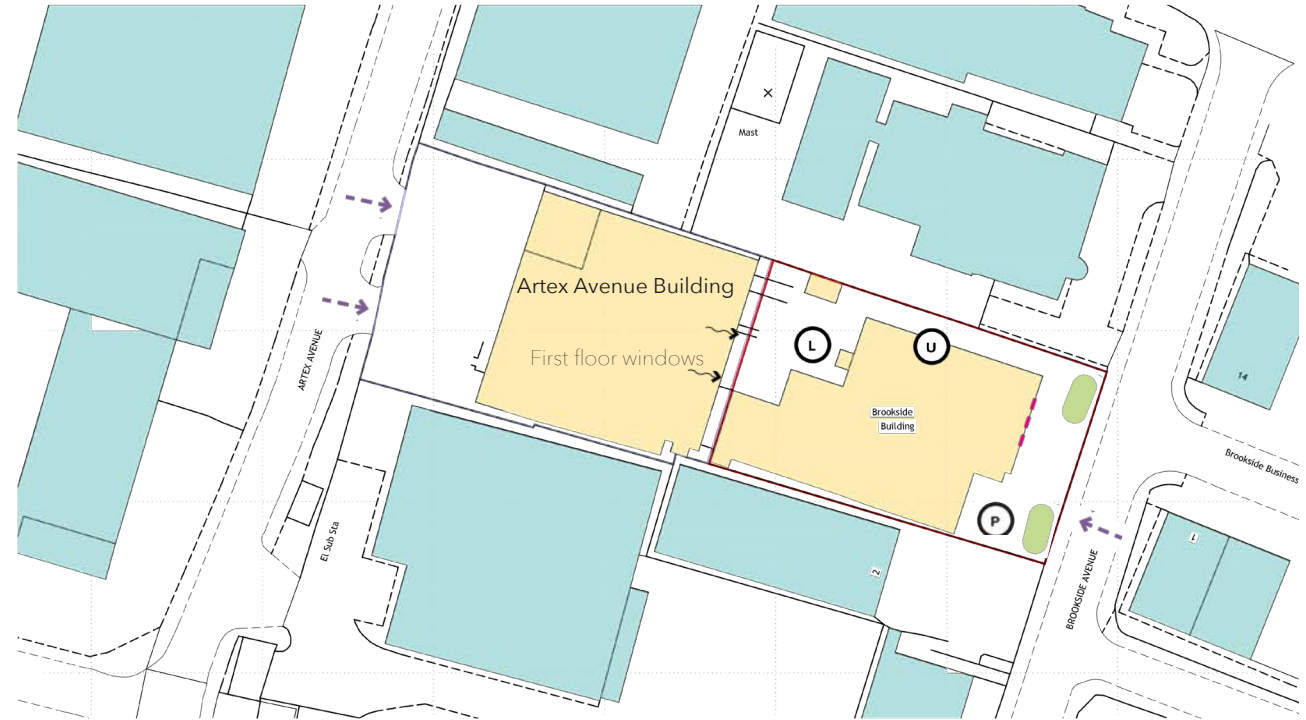
Appraising the Site

Consideration of the site's constraints and opportunities has been informed by a physical analysis of the site and its character.

The physical constraints identified include:

- Located centrally within the Rustington Industrial Area. The rectangular shaped site is outdated and the rear premises facing Brookside Avenue are underutilised. Given the poor layout and make-up of this building, it does not easily lend itself to modern day business needs.
- The site is relatively flat with extensive hardstanding areas. Loading and parking areas could be arranged more appropriately.
- The existing complex is surrounded by large format industrial and commercial buildings.
- There is an opportunity to create more visual interest along the road frontage in Brookside Avenue.
- The site is considered generally of 'low' ecological value due to the lack of planting.
- In line with the Village Design Statement, there is an opportunity to improve wayfinding.
- Opportunity to add some soft landscaping and improve the overall appearance of the estate.
- The redevelopment can promote the use of sustainable travel through the provision of cycle parking facilities, shower and lockers, given its location in the built-up area and proximity to the railway station.

Site Constraints



Existing site layout

Opportunities and Constraints

Site

Building location

Potential location for units. New built form location where existing building is.

Feature façades to contribute to street scape.

Site Access

Vehicle Access - Maintained accesses
Pedestrian Access

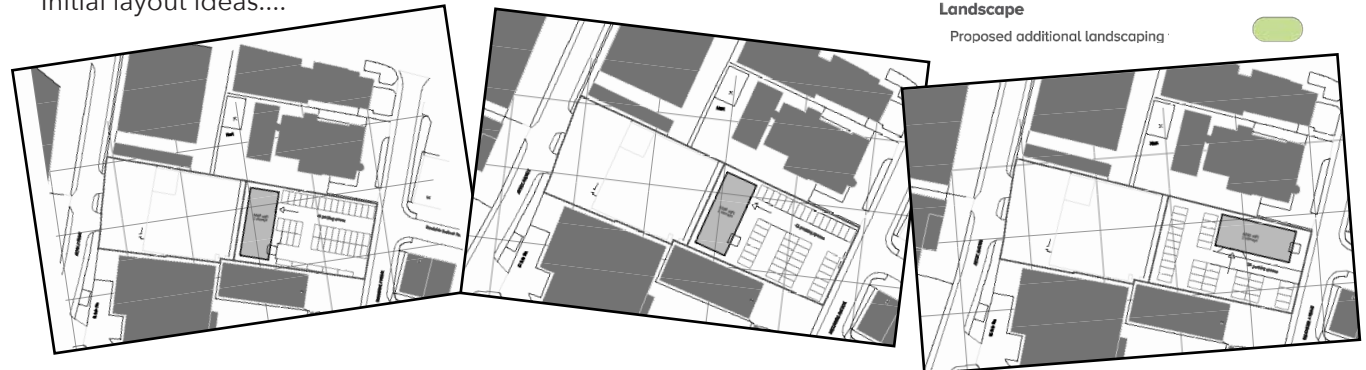
Parking and Cycle Provision

Parking
Bike storage - potential locations close to entrances and shower/changing facilities.

Landscape

Proposed additional landscaping

Initial layout ideas....



Development Proposal

The Proposal

The applicant proposes to redevelop the site and create purpose-built office premises which can be occupied by both themselves or a range of businesses if they choose to vacate the site in the future.

The proposals seek to create an office complex with an ancillary storage area given they are seeking to retain the Artex Avenue facing premises for their warehouse operations at least initially. Redeveloping the site in two phases prevents disruption being caused to the current business operations given office staff can stay where they are until the new premises are available.

The new offices provides additional floorspace for staff and their associated facilities such as meeting rooms and the like. The current premises are quite generous in space terms so the business is quite keen to ensure it is a pleasant working environment with lots of natural daylight. Their current offices don't benefit from many windows on the mezzanine floor. The office scheme also consists of a small storage area that extends to the upper floor due to the requirement for tall shelving. A set of plans have been produced which gives Condair more flexibility internally. There is an opportunity to expand the number of staff based here in the future if the storage area is no longer needed.

Proposed Site Layout



Development Proposal

The Proposal

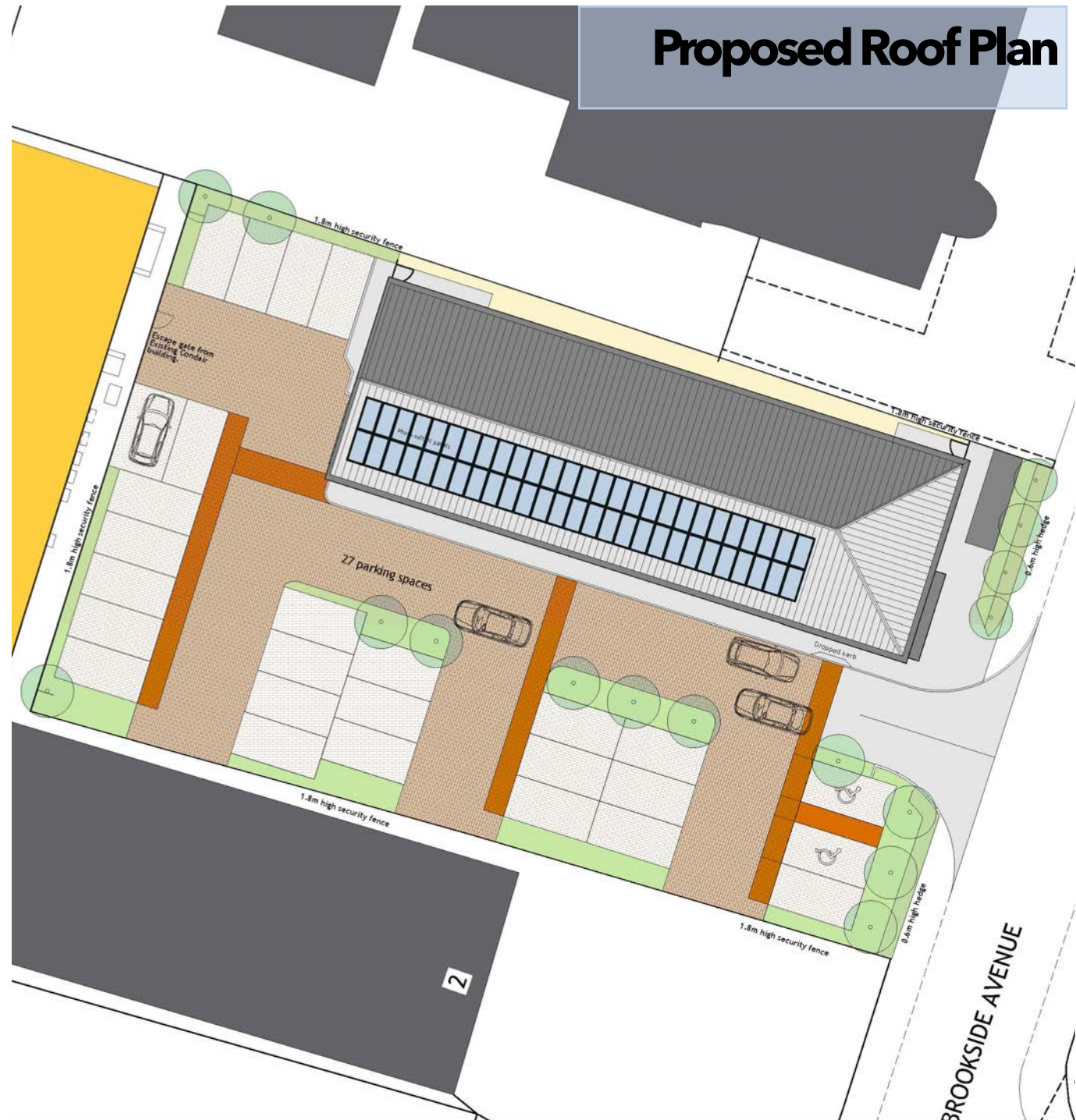
The proposal seeks to make effective use of a previously developed site on which a variety of Class E (g) i, ii or iii (formerly B1 use), B2 and B8 uses have been established within the wider employment area. Furthermore, the proposal will continue to provide employment, in line with the adopted and emerging Local Plan.

The application proposes the demolition of the existing buildings to the rear of the site. The buildings are not flexible enough to respond to current business needs or another potential occupier given their form and shape. The site has been underutilised for some time due to this and there are very few office spaces available locally that are suitable for Condair's operations or the number of staff they employ.

Purpose built premises increases their suitability and can be designed to meet the practical needs of a typical office space, but also includes sufficient areas for any associated storage uses they require. This includes sufficient internal heights and volumes, which have principally determined the form and design of the proposed facilities. This is also an opportunity to improve circulation and movement around the site, whilst at the same time include soft landscaping along the road frontage.

The redevelopment creates a total of up to 8,000 sq ft across two floors within the office premises, with a small storage area provided at the rear on the ground floor. A total of 27 car parking spaces have been provided, including two disabled spaces near the office entrance. A total of 8 cycle parking spaces have been provided for staff and visitors near the frontage of the site, alongside the enclosed bins storage area. The benefit of scheme is that it can be built out in complete isolation from the premises along Artex Avenue.

Proposed Roof Plan



BROOKSIDE AVENUE

Access, Layout & Scale

The proposed replacement building and layout has been designed to give both presence on the frontage and dual aspect so the accommodation has lots of natural daylight. This is something the current offices on the mezzanine floor lacks and has poor outlook unless you sit at either end of the building.

Its location in the northern area of the site also means that the retained premises will still have natural light going into their first floor office windows or gives the opportunity for a future building along here to have the same opportunity.

The premises would have both vehicular and pedestrian access points of entry and egress from Brookside Avenue. The office accommodation at first floor will provide natural surveillance over the site, visitor parking and staff parking areas.

The design seeks to respond to the commercial needs and requirements of Condair given it includes the small storage area but could equally be used by a range of businesses. The loading bay has been tucked at the rear of the building to hide some of these activities from the wider public realm. The road frontages will be articulated to provide some interactivity and visual interest, especially on corner junction. Following pre-application discussions, the enclosed bin store and cycle parking facilities have been relocated to the frontage of the site for easy access.

The overall height, scale and massing of the proposed offices have been dictated by its function and the inclusion of the storage area. The scale of the replacement building mirrors that of existing uses within the area.

Building Form

The building proposes a main entrance with a lobby area facing Brookside Avenue. This has been articulated with a recessed feature and brick detailing given quite a few nearby premises combine both brick and metal cladding as the most dominant building material.

The build employs cladding panels, due to the scale of the development. The palette of materials and cladding arrangements of each elevation help to unify the structure whilst breaking up the appearance of the new large mass on site. The palette of greys and mixed red brick provides grading across the building, lightening the appearance. These materials

will provide the durable finish required for this development whilst creating different textures across the elevations for visual interest.

Extrusion profiles around the main entrance way helps to identify the important access point to the building and the doors are coloured anthracite grey to aid the visual contrast for staff using the building.

It is envisaged that the building will have a pitched roof which provides more space above the mezzanine for plant areas and other maintenance requirements.

The proposal provides an office building to complement existing and foreseeable uses and the aesthetic of the area.

Design Summary

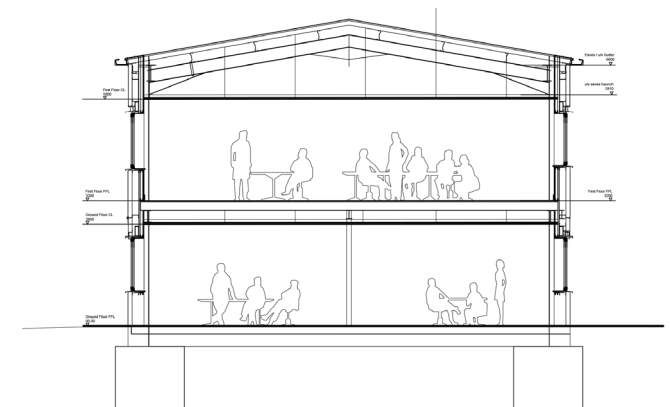
The proposal demonstrates a positive promotion of the growth of business and employment within the Rustington Industrial estate.

The development will provide purpose built office accommodation near to where the companies staff are currently located and aid in the international connections the end user operates within. The developed site will meet requirements for generating local employment during the construction phases and invest back into the local industrial and business communities it operates within.

The development will enhance the existing site, by bringing it back into full commercial use. This statement details the development aspirations for the site, exploring site location, constraints and opportunities and looking at how site-specific

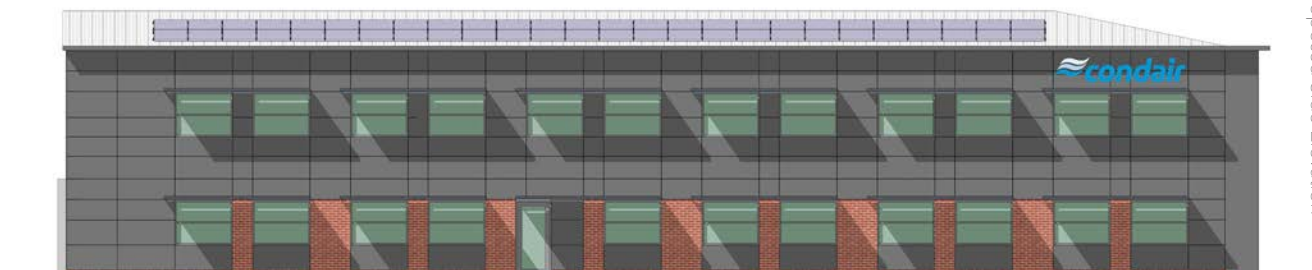


EAST ELEVATION



Proposed Elevations and Section of the new offices

elements have driven the design, the scale of the development, and the layout and physical characteristics of the scheme. This statement illustrates how the design responds positively to the aspirations of the village design statement and the positive features found within the wider estate.



SOUTH ELEVATION

Proposed Side Elevation



Planning Justification

Principle of Development

The site is within a well-established employment area, known as Rustington Trading Estate. This employment area is located a short distance from the A259 and Angmering railway station and is safeguarded for commercial uses.

The rear of the current site is under utilised and could make way for a new office complex that is built to reflect Condair's changing business needs. This will also free-up the current commercial premises in Artex Avenue which could also be later developed into more modern, purpose built commercial premises that better reflect a broader range of business requirements. There is a growing demand for these type of premises given the age of some of the surrounding industrial premises that are in need of investment or replacement.

The proposal seeks to redevelop the rear of the site initially for an office use, with ancillary storage facilities falling within Class E (g) (i) use class. The existing building facing Brookside Avenue would be demolished to make way for the new offices.

In light of the above, the principle of development is considered acceptable given the site is located within the defined built-up area boundary and seeks to retain and enhance employment uses within an established employment area. This is safeguarded by the Employment Policy EMP DM1 in the current Local Plan and also reflects the aspirations of Policy 6 in the Neighbourhood Plan. The proposals are considered appropriately sized and it would not intensify uses at the site to the detriment of existing public access routes and highways, reflects a high standard of design, that is near to public transport options and has suitable access and parking arrangements. It is considered to have a sympathetic relationship to both the retained and neighbouring commercial premises and uses.

The proposal helps to strengthen an existing business cluster in this area and support the retention and creation of new jobs and lead to future growth opportunities. It also contributes to the supply of employment floorspace in a sustainable location, maintaining a diverse and successful economy in accordance with the Local Plan objectives. The proposals seek to make an efficient use of land reflecting the characteristics of the site and local employment area in accordance with Policy D SP1 and would be energy efficient in accordance with Policy ECC SP2.

Design and Appearance

The proposed layout and design of the commercial premises seek to respond to the identified constraints, namely the proximity of road frontages, improve the design quality and legibility of the employment accommodation on offer, whilst still making efficient use of the land available.

The design also seeks to ensure that it can facilitate the redevelopment of the adjacent plot which Condair currently occupies to meet the business needs of a variety of commercial occupiers once they have moved across to the new premises. They will use feedback from letting agents and from their own design team's experience of delivering similar commercial developments in the region when phase two is ready to commence and the warehouse operations relocate elsewhere.

Practical needs including points of entry and egress from the two access roads have also been considered for the current and future scheme and improvements will be made to assist operational requirements such as parking provision or promoting sustainable travel.

It also seeks to maintain and enhance the quality of the local environment, by incorporating a pleasant environment and outlook. The offices include open plan workspaces, informal break-out areas and meeting rooms. There is also a disabled lift and two sets of stairs up to the first floor. The floor plan includes a small storage area with roller shutter doors, communal kitchen, toilets and shower facilities.

The overall height, scale and massing of the proposed offices have been dictated by its function. The proposed office building will use high quality materials, which are both durable and appropriate to the context. These comprise of a steel framed structure with metal cladding to walls and brick detailing to match the palette of materials found within the development. The roof synonymous with contemporary industrial construction, similar to others found within the wider Industrial Estate. The overall height of the new building is of a scale which reflects the prevailing scale of built development in the surrounding area. All entrances will be articulated to add visual interest but the loading door will be discretely located to the rear.

An indicative soft landscaping and planting plan will be incorporated to help create an attractive environment and to visually break-up areas of hardstanding along the road frontage. The final planting plan can be controlled via a suitable planning condition.



Examples of elevation treatment



Planning Justification

A safe and secure environment with appropriate boundary treatments is also proposed, whilst encouraging natural surveillance of car parking areas through the orientation of the dual aspect building and outlook of offices and staff areas.

In summary, no significant adverse effect on the surrounding townscape character will result from the proposal. The overall design is in keeping with the neighbouring industrial and employment land uses that surrounds the site.

The layout also contains sufficient space and enclosures for waste and recycling for the premises. Therefore, the design and appearance of the development is considered in accordance with Policy D DM1 Aspects of form and design quality, Policy D SP1 Design and Policy EMP DM1 relating to Employment Land.

Access and Movement

The proposed vehicular access is from Brookside Avenue serving the office use. The new access arrangements would ensure a safe access to, from and within the site and the existing dropped kerb entrance would be stopped up once the works are complete.

The layout illustrates that there is sufficient turning spaces have been provided for light goods vehicles, staff and refuse vehicles accessing the site. There is a loading bay at the rear of the offices with sufficient loading space for deliveries but these will be infrequent.

The site itself is located within a sustainable location, within an established employment area. A good level of pedestrian accessibility is provided and the nearest bus stops found in Worthing Road some 550m west near Summerlea Primary School or in Mill Lane some 310m to the east. This route serves Littlehampton, Rustington and East Preston. Angmering railway station is also located within a comfortable cycling or walking distance from the site.

In addition, a total of 27 car parking spaces have been provided for members of staff and visitors which is in accordance with Arun District Council Parking Standards Supplementary Planning Document (SPD) (Adopted in 2020, as amended) and Policy T SP1 Transport and Development. The parking provision has been calculated using the minimum standards for a office use class which equates to 1 space per 30 sqm for a B1 business (now Class E(g)) office use.

The applicant has sought to comply with the requirements at 1 space per 30 sqm associated with a floorspace of 8,000 sq ft (approximately 743 sqm) equating to a provision of 25 car parking spaces. A ratio of just over 2% of all spaces are disabled spaces and have been located near the front of the site near the office entrance. The car parking provision meets this minimum standard, therefore the proposed 27 car parking spaces is compliant with this policy. This provision has taken into account the lack of parking provision in the wider industrial estate and the number of staff employed currently by Condair that are predominantly office based.

Secure cycle parking provision has also been provided to serve the whole development. The proposal includes a total of 8 covered cycle stands across the site in accordance with floorspace requirements of a typical office use class. There will also be some provision within the building too.

The cycle parking provision is located in one area of the site to ensure cycle parking provision is overlooked wherever possible and provides appropriate weather protection. This is conformity with the Arun's Parking Standards SPD.

The proposal is expected to generate similar traffic movements to the existing use, even though there is a slight reduction in the proposed floor area compared to the existing premises on the site. This will not have a noticeable impact on the operation of the local highway network when compared to the existing traffic flow.

The development proposal is fully acceptable in transport and highway terms and therefore in accordance with Policy T SP1 Transport and Development in the current Local Plan, and the Arun District Council's Parking Supplementary Planning Document (2020 as updated). More details can be found in the accompanying Transport Statement prepared by i-Transport.

Residential Amenity and Noise

In terms of impact on any neighbouring properties, the proposal benefits from being sited within an established industrial estate, with a good degree of separation distances from residential dwellings to the southeast and south. The nearest residential properties are some 23m to the southeast in a residential side road off Brookside Avenue, or some 55m south along Worthing Road, albeit there are further industrial premises in-between. There is also further employment land and the railway line to the north which would not give rise to concern. An office use is

generally deemed to be compatible with residential areas and unlikely to give rise to concerns in relation to residential amenity. The proposal is therefore considered to adhere to Policy QE DM1 of the Local Plan. Any external plant can be controlled by a suitably worded planning condition.

Trees and Landscaping

There is limited landscaping within the current site or adjacent to it. Given the current expanse of hardstanding across the site, the proposal is seen as an opportunity to increase soft landscaping, particularly along the road frontages. This will enhance visual amenity in the wider streetscene but also bring biodiversity benefits. The landscaping scheme will also include the erection of bird boxes on appropriate façades of buildings.. A soft landscape scheme can be secured by an appropriate planning condition.

Ecology

The Site is characterised by a large commercial building, and associated hardstanding areas. The Site is situated within an industrial area and residential properties beyond to the southeast. Given there is limited vegetation and it is anticipated to be well-lit overnight, the site is unlikely to support protected species. Overall, the Site is assessed as having negligible ecological value given the site's characteristics. Nether the less, an ecological survey has been carried out given the proposals include demolition works. Measures have been taken to improve the ecological value of the site and achieve a biodiversity net gain overall, in accordance with Local Plan Policy ENV DM5 relating to development and biodiversity. In fact, due to the low baseline, the proposals would result in a 2517.17% net gain in habitats. Please see the Biodiversity Net Gain Assessment (BNG) and metric prepared by South Downs Ecology for more details.

The ecological measures will include the following:

- Incorporation of wall-mounted bird boxes into the building at appropriate heights and orientations, such as a house sparrow terrace, starling box and swift brick, preferable integrated features where possible.
- Installation of an insect box onto the building; at least 2no. small bug hotels. These should be sited on the rear (south-

- ern) aspect, away from lighting and windows.
- Planting of ornamental planting, particularly small trees which could be used by birds and insects. Species such as Swedish whitebeam *Sorbus intermedius*, crab apple *Malus sylvestris*, hawthorn *Crataegus monogyna* would tolerate the urban environment.

Sustainability

All reasonable measures will be taken to ensure an adequate sustainability rating and maximum improvement in energy efficiency can be achieved. The scheme will include solar panels on the roof and air source heat pumps to help achieve 10% of the total predicted energy requirements from renewable sources or low carbon energy generation on site in accordance with Policy ECC SP2 on energy and climate change mitigation.

The applicant is committed to providing a sustainable new office and further details in how this will be achieved will become clearer at the detailed design stages which can be controlled via condition. The proposals will also include measures to reduce solar gain in the offices, encourage sustainable travel where ever possible or reduce single occupancy car trips and include the provision of EV car charging infrastructure within the site.

Flood Risk and Drainage

The site is situated within Flood Zone 1, which is considered to have a low probability of flood risk, therefore the office and storage uses proposed are seen as appropriate for this location.

According to the Council, there is a high risk of ground water flooding at the site. This was measured in April 2024 with a depth of 3.11m below ground level and is also being monitored during the months of January this year. However there is no historic flooding instances identified at the site or within the immediate vicinity. A Drainage Strategy and Flood Risk Assessment has been submitted as part of the planning application by BP Civils. This has indicated that a safe access and egress has been designed and that the development is suitable with regard to flood risk and surface water drainage. It will also not increase flood risk on or off site.

External Lighting

An external lighting scheme will be designed to minimise upward light spill and avoid the illumination of any nearby

wildlife corridors or residential properties. This will be carried out by incorporating lighting only where necessary, such as entrances to building and car parking areas only which will still ensure a safe and secure environment. External Lighting can be controlled by condition if deemed appropriate.

Land Contamination

Whilst the application is not accompanied by a Land Contamination Assessment, this information could be sought via condition given the historic uses of the surrounding area. This is what we were advised during pre-application discussions.

Planning Assessment Summary

The proposals comprise new office premises with associated storage, landscaping and parking areas. The proposed infrastructure and improved access arrangements will support the use of the site and operational requirements for Condair and their staff.

The proposed development would deliver high-quality employment premises and valuable commercial floorspace contributing to District's long-term goals of regenerating under utilised and older industrial accommodation within its well-established Industrial Estates where these do not reflect modern business needs.

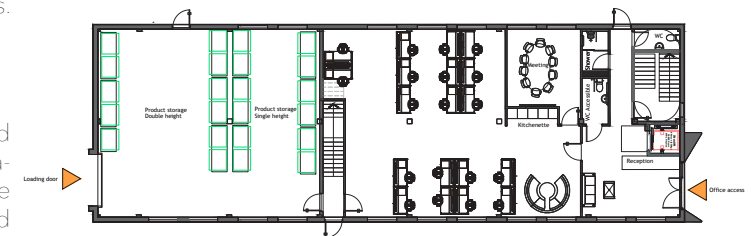
The site is sustainable, and it benefits from good accessibility both by road and public transport, with local facilities nearby for employees. Safe vehicular accesses has been proposed for the site, with adequate parking and cycle provision provided for both visitors and employees alongside servicing vehicles. The design is responsive to its context and identified planning constraints, whilst still providing an efficient use of land.

The application would not have an adverse effect on neighbouring properties given the sensitively designed layout, appropriate separation distances and the proposed new planting along the road frontages.

In summary, these proposals represent a sustainable form of development, securing an employment generating economic use of a under utilised site. It would result in improvements to economic productivity without negatively impacting on highway capacity, highway safety, biodiversity, arboricultural, flood risk, air quality, or amenity interests.

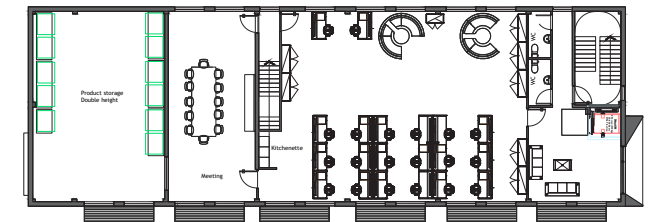
Planning Justification

The proposal warrants support by the Council and is acceptable, having regard to the relevant Policies within the Arun Local Plan (2018), the Made Rustington Neighbourhood Plan (2015) and all other material planning considerations. However the design team would welcome the opportunity to engage with the Council on the updated proposals and are happy to answer any questions you may have.



Ground Floor Plan

Proposed ground floor plans for the 8,000 sq ft offices



First floor plan

Proposed first floor plans for the 8,000 sq ft offices



Long Term Flood Risk Assessment - Surface Water Drainage
(Source: www.gov.uk)

Conclusion

The Planning Benefits

The redevelopment at Brookside Avenue has the following planning benefits:

- This is a well-established Industrial Area, safeguarded for employment uses. The proposals seek to reinforce this important role.
- Regeneration of this area is needed given the age of some of its buildings (beyond life span / or not fit for modern day purposes meaning they are underutilised).
- The site is located a short distance from the strategic road network, providing links to London, Littlehampton, Chichester, Portsmouth and Brighton.
- The proposals will enable the retention and growth of an existing business. It is also located near to its existing workforce and has the ability to create future jobs both through its construction phase and once occupied.
- Will provide much needed investment into this important local employment area. It will also provide additional land for redevelopment once its operations have been transferred to the new premises.
- The site is considered to be a sustainable location, therefore an effective travel plan will encourage staff to use alternative travel modes to the private car or car share where possible.
- The redevelopment will provide a more efficient use of land, while still creating a pleasant working environment.
- The new premises will aid legibility and add visual interest to this part of Brookside Avenue.
- The office complex will be more energy efficient and improve its current outlook.
- Given the nature of the surrounding industrial estate, the principle of development is considered acceptable and complementary to the mix of businesses found at the wider industrial estate.





FELLOWS
PLANNING

This Statement has been prepared by Fellows Planning on behalf of our client
Condair Ltd.

For further information please contact:
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