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COMMERCIAL PROPERTY ADVICE



SUPPORTING PLANNING, DESIGN COMPLIANCE AND ACCESS STATEMENT

Town and Country Planning Act 1990

Planning and Compulsory Purchase Act 2004

Localism Act 2011

**Reserved Matters Application For 1,858sqm of B1 (c)/ B2/ B8 (Storage)
Development with ancillary trade.**

Parcel B2

Land at Former Fuel Depot, Bognor Road, Chichester, West Sussex, PO20 1EJ

On Behalf Of:

Seaward (Bognor Road) Limited

Prepared By:

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**SUPPORTING PLANNING, DESIGN COMPLIANCE AND ACCESS
STATEMENT**

**Land at Former Fuel Depot, Bognor Road, Chichester, West Sussex PO20
1EJ**

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1.0 INTRODUCTION

1.1 This Supporting Planning, Design Compliance and Access Statement (“**SPDCAS**”) has been prepared by Harris Lamb Planning Consultancy (“**HLPC**”) on behalf of Seaward (Bognor Road) Ltd (“**the Applicant**”). It supports a Reserve Matters Application pursuant to Outline Planning Permission O/23/02329/OUT for 1,858sqm of B1 (c)/ B2/ B8 (Storage) Development with ancillary trade counter at parcel B2 at the Former Fuel Depot, Bognor Road, Chichester, West Sussex, PO20 1EJ (“**the Application Site**”).

1.2 Outline Permission 23/02329/OUT was obtained via a Section 73 application to vary conditions 4 (approved plans) and 42 (floorspace type and quantum) of the original planning permission 19/00619/OUT (as amended by Non-Material Amendment applications O/21/01838/NMA and O/22/00022/NMA).

1.3 The SPDCAS is structured as follows:

Chapter 2 – A description of the development proposal is provided including details of the form of the application.

Chapter 3 – A description of the Application Site and the surrounding area is provided.

Chapter 4 – Planning History

Chapter 5 - A review of relevant Development Plan Policies

Chapter 6 – A review of Material considerations

Chapter 7 – A Statement explaining how the proposals meet the requirements of Outline Planning Permission O/23/02329/OUT

Chapter 8 – Conclusions

1.4 The SPDCAS explains why the principle of the proposed development should be considered acceptable. The Application is accompanied by:

1. Full set of Plans
2. CIL Form
3. Soft Landscaping Plans
4. Transport Note
5. Ecological Note
6. Shadow HRA including Bat Survey
7. Drainage Statement
8. Phasing Scheme

1.5 A plan of the parcels on site is provided below for ease of reference.

Figure 1 – Development Plots Plan

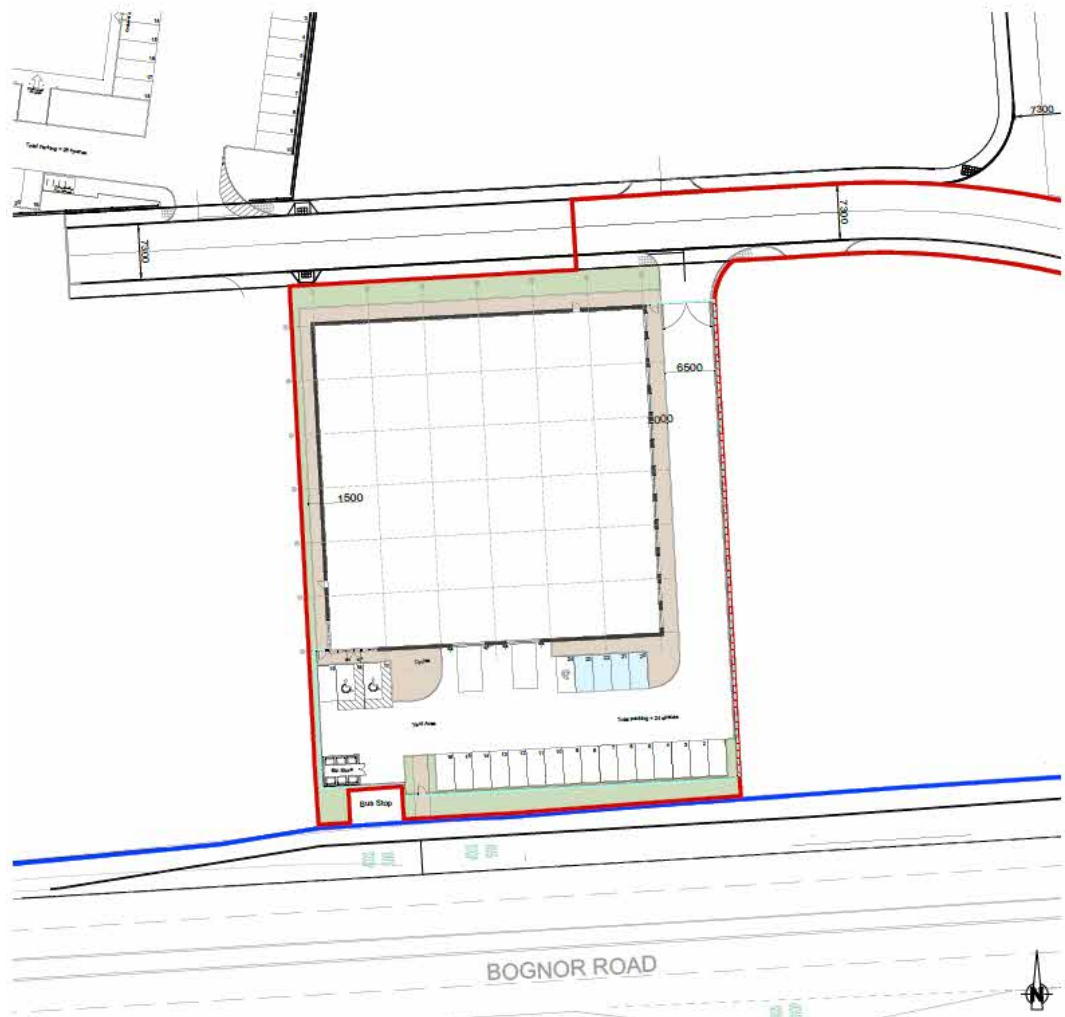


2.0 THE PROPOSED DEVELOPMENT

- 2.1 The approval of Reserved Matters is sought for 1,858sqm of B1 (c)/ B2/ B8 (Storage) Development with ancillary trade development, with ancillary trade, to accord with approved drawing *Parameter Plan, Floorspace Distribution and Quantum (7702-PL00 003 REV H)*. This drawing approves 2,160sqm of B1(c)/B2/ B8 floorspace (with ancillary Trade Counter) in “Area B” of the plan.
- 2.2 The proposed development comprises a single building. The building is proposed to have a shallow pitched roof with a ridge height of 10m.
- 2.3 The following car parking is proposed:
- i. 24car parking spaces
 - ii. Two blue badge holder car parking spaces
 - iii. One active EV charging spaces and 20% passive in accordance with Building Regulations Part S – WSCC’s current adopted standard for EV parking.
 - iv. Cycle parking is proposed in the form of four Sheffield-type stands,

3.0 SITE DESCRIPTION

3.1 The site is located on the eastern side of the Chichester bypass, at the junction of the A259 Bognor Road with the A27. It is bordered by the main south coast railway to the north and the A259 dual carriageway to the south. The application site is on Plot B2, which is in the South of the site as shown below:



Proposed Block Plan on Plot B2 (Drawings by Roberts Limbrick)

4.0 RELEVANT PLANNING HISTORY

- 4.1 The Application Site has been subject to a number of previous applications. The planning permissions considered relevant to the S73 application are considered below.
- 4.2 O/19/00619/OUT - Outline permission with all matters reserved aside from access for the mixed use redevelopment of the site, comprising of Class B1(c)/B2/B8 (with ancillary Trade Counter) employment, a hotel, Class D2 leisure, Class A3, mixed A3 - A4 and mixed A3 - A5 food and drink establishments, together with associated car parking, landscaping and infrastructure works.
- 4.3 21/01838/NMA - Non-Material Amendment was approved to amend the wording of Conditions 1, 6 and 10 Planning Permission O/19/00619/OUT.
- 4.4 21/03064/FUL - Detailed application was approved for the erection of a building for use as a builder's merchant with trade counter together with access (previously approved under reference: 19/00619/OUT), together with outside storage, landscaping and associated works.
- 4.5 O/22/00022/NMA - Approved the realignment and extension of access road, respectively.
- 4.6 22/02041/REM - Application for the approval of all remaining reserved matters (appearance, landscaping, layout and scale) for the first phase of development following Outline Planning Permission O/19/00619/OUT (as amended by Non-Material Amendment applications O/21/01838/NMA and O/22/00022/NMA) for mixed use redevelopment of the site, comprising of Class B1(c)/B2/B8 (with ancillary Trade Counter) employment, a hotel, Class D2 leisure, Class A3, mixed A3 - 4 and mixed A3 - 5 food and drink establishments, together with associated car parking, landscaping and infrastructure works.

- 4.7 O/23/02329/OUT s73 application to Vary Conditions 4 & 42 of Outline Planning Permission O/19/00619/OUT - for the mixed use redevelopment of the site, comprising of Class B1(c)/B2/B8 (with ancillary Trade Counter) employment, a Hotel, Class D2 Leisure, Class A3, mixed A3 - A4 and mixed A3 - A5 Food and Drink establishments, together with associated car parking, landscaping and infrastructure works.

5.0 THE DEVELOPMENT PLAN

5.1 This chapter provides a summary of the adopted and emerging Development Plan policy requirements relevant to the determination of the Application. In this case the Development Plan comprises:

Chichester Local Plan 2014-2029 (July 2015)

Site Allocation Development Plan Document (January 2019)

The Emerging Chichester Local Plan 2021 - 2039

Chichester Local Plan 2014-2029: (July 2015)

5.2 Policy 28 Edge and Out of Centre Sites – Chichester is the primary Development Plan Policy which the amended Application should be considered against, and this is detailed section 7. The following policies are also relevant.

5.3 Policy 1 *Presumption in Favour of Sustainable Development* is complied with as the proposal is an appropriate use of an allocated site, creating employment in the right place.

5.4 Policy 2 *Development Strategy and Settlement Hierarchy* is complied with as the proposed amendment will not conflict with settlement hierarchy or Development Strategy, being immediately adjacent to the largest settlement in the district.

5.5 The proposals will support Policy 3 *The Economy and Employment Provision* and it is considered the amendment will allow a greater number of jobs, through the increased amount of B1(c)/B2/B8 floorspace in particular.

5.6 Policy 8 *Transport and Accessibility* and Policy 13 *Chichester City Transport Strategy* have been addressed through the accompanying transport note. It

is not anticipated the vehicle movements will impact on the free movement of traffic on the highway or highway safety.

5.7 The proposal will not impact on Policy 9 *Development and Infrastructure* in any significant way above that already granted approval by O/19/00619/OUT. The proposed scheme accords with the approved development parameters and building heights plan.

5.8 The proposal accords with Policy 11 *Chichester City Employment Sites*.

Site Allocations DPD (January 2019)

5.9 The proposal will be in accordance with Site Allocation CC7 to redevelop the former fuel depot. There will be no significant negative traffic impact on the local and strategic road network; Access has already been approved onto the A259 via O/19/00619/OUT; the proposed parking requirements are appropriate and this reserved matters scheme accords with approved parameters.

The Emerging Local Plan

5.10 The emerging Local Plan is being prepared to provide policy guidance for the period 2021-2039. When it is adopted all existing Local Plan policies will either be replaced by the new Local Plan or deleted. The Plan has been through the Reg 19 stage, the last stage of consultation prior to submission to The Planning Inspectorate.

5.11 Given the plan is yet to be submitted only limited weight can be given and therefore a full review of the policies is not provided other than to highlight the Proposal will help achieve Policy E1 *Meeting Employment Land Needs*.

6.0 MATERIAL CONSIDERATIONS

6.1 Set out below is a summary of the material planning considerations relevant to the principle of the proposed development.

The National Planning Policy Framework

6.2 The revised version of the Framework was adopted in December 2023. The Framework sets out the Government's planning policies for England and guidance on how they should be applied. The introduction to the Framework confirms that the Framework is a material consideration in Plan making and decisions taking.

6.3 Part 2 Achieving Sustainable Development paragraph 7, advises that the purpose of the planning system is to contribute towards the achievement of sustainable development. Achieving sustainable development means that the planning system has three overarching objectives, which are independent and need to be pursued in mutually supportive ways. They are:

An economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.

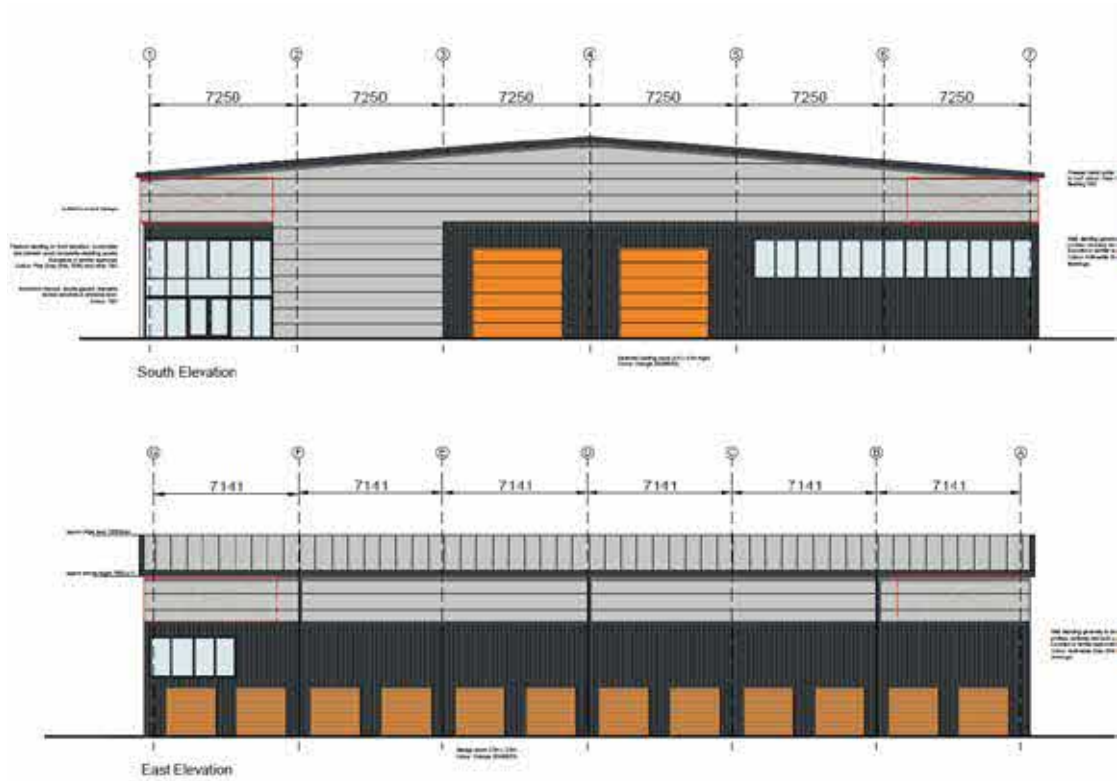
Social Objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well designed and safe built environment for accessible services and open spaces that reflect current and future needs and support communities, health, social and cultural well being; and

An Environment Objective – to contribute to protecting and enhancing a natural, built and historic environment; including making the effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution and mitigating and adapting to climate change, including moving to a low carbon economy.

- 6.4 The three objectives are not criteria against which every decision can or should be judged. Planning decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account.
- 6.5 Paragraph 11 of the Framework advises that plans and decisions should apply a presumption in favour of sustainable development. For decision making this means:
- (a) Approving development proposals that accord with an up-to-date Development Plan without delay; or
 - (b) Where there are no relevant Development Plan policies, or the policies which are most important for determining the application are out-of-date, grant planning permission unless:
 - (i) The application of policies in the Framework that protect areas or assets of particular importance provide a clear reason for refusing the development proposed; or
 - (ii) Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole.

7.0 DESIGN, ACCESS AND COMPLIANCE STATEMENT

- 7.1 Permission 22/02041/REM approved 3,355sqm of B8 use to the north of the site, of 6,454sqm permitted by O/23/02329/OUT in “area A” of the site. Plot B2 is in the south of the site where 2,160sqm of employment uses is permitted in “Area B”.
- 7.2 Access is proposed from the north of the plot, off the main estate route. Access is approved by O/23/02329/OUT and is not a reserved matter. The main estate road is accessed off the Bognor Road. Vehicles entering the estate will access from the west, whilst vehicles leaving the site will have to turn left, west when egressing along Bognor Road.
- 7.3 The use of the site will be 1,858sqm of B1 (c)/ B2/ B8 (Storage) Development with ancillary trade development, with ancillary trade. The layout of the building is a single block, set to the north of the plot, with parking and open space to the south.
- 7.4 The scale and appearance of the proposed development is set out below and within accompanying plans. The scheme comprises a single building. The building is proposed to have a shallow pitched roof with a ridge height of 10m.



Elevations (Drawings by Roberts Limbrick)

7.5 The proposed development of 1,858sqm of B1 (c)/ B2/ B8 (Storage) Development with ancillary trade, accords with approved drawing *Parameter Plan, Floorspace Distribution and Quantum* (7702-PL00 003 REV H).



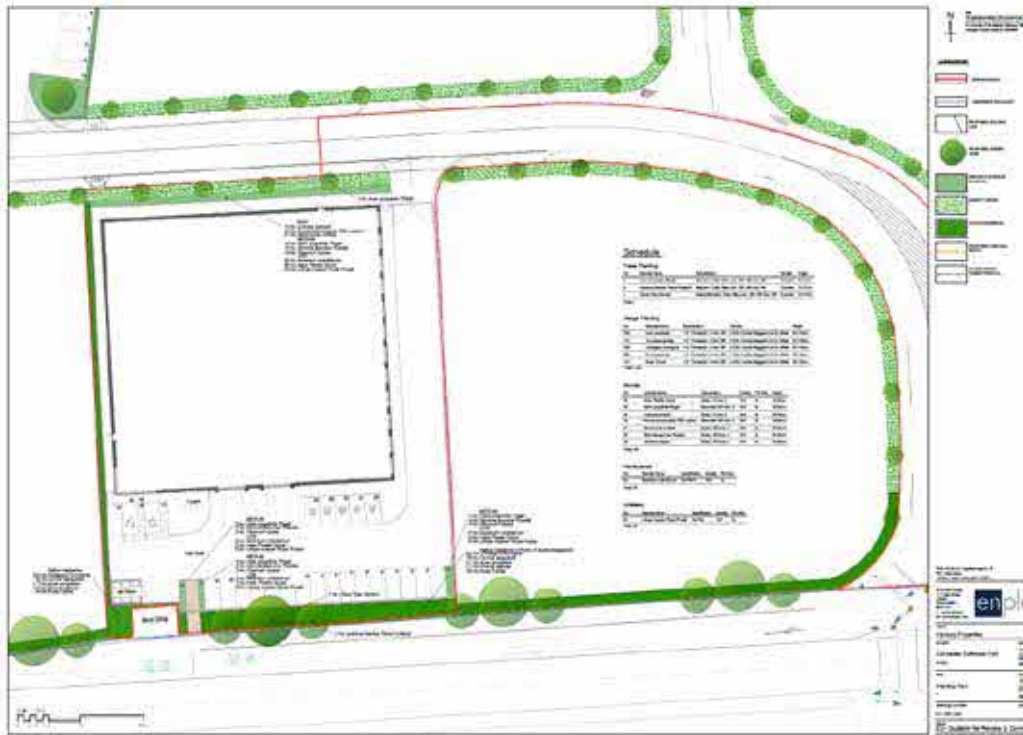
Extract from *Parameter Plan, Floorspace Distribution and Quantum* (7702-PL00 003 REV H).

- 7.6 The height of the proposed development, 10m, is 1m below the maximum ridge height for zone 2 (11m) and accords with the maximum ridge height for zone 3 (10m) as set out in approved drawing 7702-PL(00)009 C The proposed development is within both zones to the south east of the site.



Extract from Development Parameters and Building Heights 7702-PL(00)009 C

- 7.7 A phasing scheme is submitted with the application to set out the development of the site as required by condition 5 of O/23/02329/OUT.
- 7.8 A drainage statement accompanies the application detailing levels, which are in accordance with submitted Flood Risk Assessment December (2018) as required by condition 7 and 8 of O/23/02329/OUT.
- 7.9 Ecology enhancements will accord with condition 11 and Castle Hill Ecology's Ecological Impact Assessment (January 2019). Landscaping will be accord with the landscape strategy which accompanies the application.



Extract from Planting Plan 01-1047-306 P02

- 7.10 24 car parking spaces are to be provided, together with seven motorcycle spaces, two blue badge holder car parking spaces, five EV charging spaces, and bicycle parking, is provided in accordance with Highgate Transportation's Transport Statement (March 2024).
- 7.11 Swept Path Analysis contained in Appendix 3 of Highgate Transportation's Transport Statement which shows that a vehicle of this size can enter and egress the loading bays safely and appropriately.
- 7.12 Refuse will be collected by a private company and the bin store is easily accessed to the south west of the site.
- 7.13 Table 4.1 of Highgate Transportation's Transport Statement it can be seen that, based on the agreed trip rates, the 1,858 sqm employment floorspace is forecast to attract around 7 vehicle movements in the AM peak hour and 9 in the PM peak hour, with up to around 69 vehicle movements daily. This has already been accounted for within the original transport assessment work.

- 7.14 A travel plan will be secured by condition the Framework for which is set out in the Transport Statement.

8.0 CONCLUSIONS

- 8.1 This SPDCAS has been prepared to accompany a Reserved Matters Application, pursuant to Outline Planning Permission O/23/02329/OUT. It identifies the Development Plan policies and material considerations relevant to the principle of development.
- 8.2 The Application Proposals are in accordance with the Development Plan and comply with the Outline Permission.

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