

Parish: Westhampnett	Ward: Lavant
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WH/17/03466/FUL

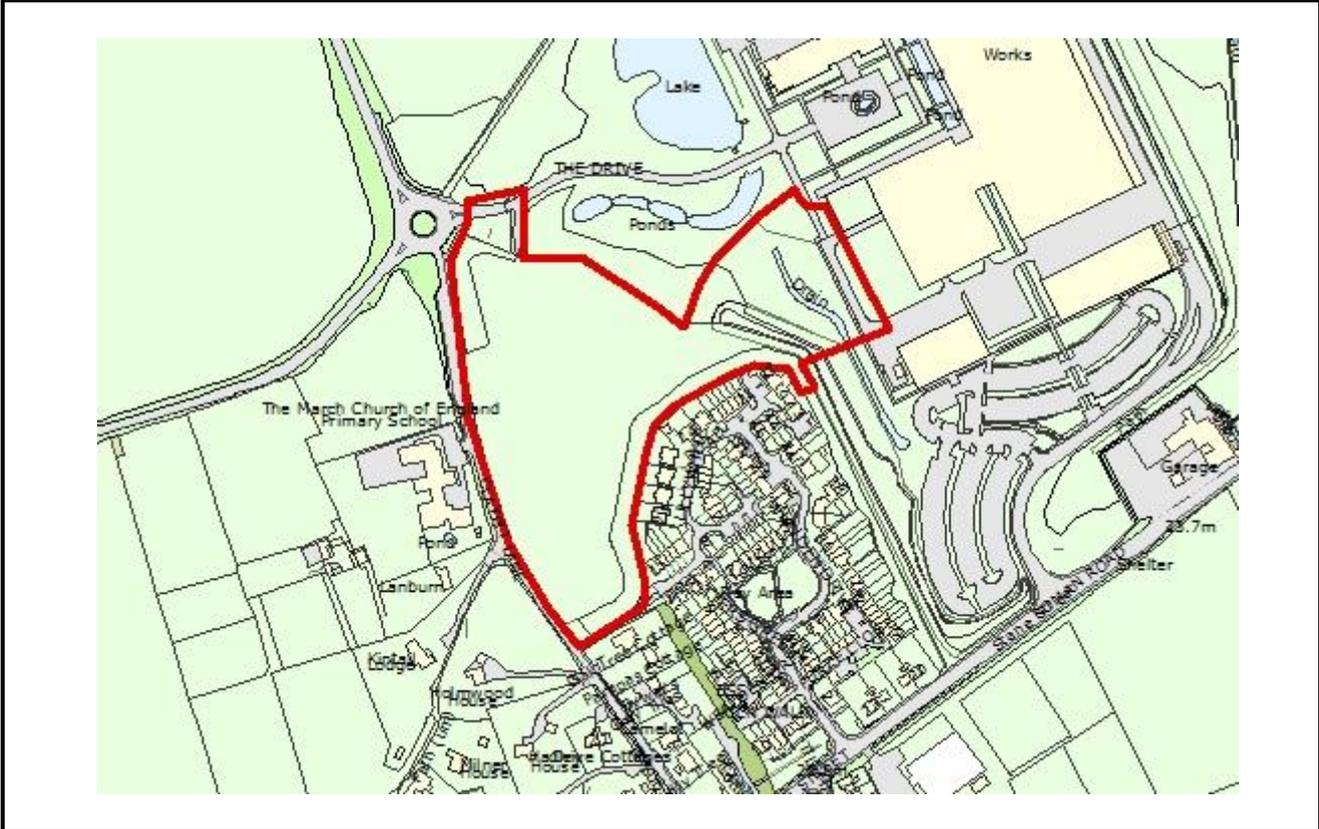
Proposal Proposed development of a new car park for Rolls-Royce Motor Cars including dedicated car park for The March Church of England Primary School, associated new access from The Drive and egress onto Claypit Lane, and associated infrastructure works, including landscaping and ground remodelling.

Site Land East Of Claypit Lane Adjacent To Rolls Royce Motor Cars Maudlin Westhampnett West Sussex

Map Ref (E) 488280 (N) 106571

Applicant Rolls-Royce Motor Cars Ltd

RECOMMENDATION TO PERMIT



	<p>NOT TO SCALE</p>	<p>Note: Do not scale from map. For information only. Reproduced from the Ordnance Survey Mapping with the permission of the controller of Her Majesty's Stationery Office, Crown Copyright. License No. 100018803</p>
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1.0 Reason for Committee Referral

Parish Objection - Officer recommends Permit

2.0 The Site and Surroundings

2.1 The application site is located immediately beyond the boundaries of the existing Rolls-Royce car manufacturing plant. It is on adjoining land to the west owned by the Goodwood Estate and is bordered to the west by Claypit Lane which operates as a one-way street running north from Stane Street to the Madgwick Lane roundabout. To the south of the site, beyond a landscaped tree belt, are the rear gardens of the residential development at Lillywhite Road constructed in the late 2000's. The northern and eastern boundaries of the site comprise shrub and woodland landscape planting on contoured earth bunds associated with the factory. The proposed site is a field laid to grass comprising an area of approximately 3.8 hectares. It has a slight gradient from north east to south west towards Claypit Lane and is elevated above the road by approximately 0.5m. Adjoining the opposite west side of Claypit Lane is The March Church of England Primary School. The whole of the site lies within Environment Agency Flood Zone 1.

3.0 The Proposal

3.1 The application is for a new car park comprising the following key components:

- The laying out of a dedicated car park to provide 492 additional car parking spaces for the parking of employees, visitors and affiliates attending Rolls Royce Motor Cars (R-RMC) on the adjacent site
- The provision of a self-contained 40 car park space parking facility to be used and operated by The March Church of England Primary School with its own dedicated access and egress arrangement from Claypit Lane. The car park will be used exclusively for school purposes such as a parents drop-off facility and events associated with the school and will be gated
- Creation of a new gated egress-only onto Claypit Lane from the R-RMC car park and the upgrading of an existing gravel field access from The Drive to serve as the sole point of entry to the new car park at the north site boundary. The access will be gated.
- Creation of a pedestrian link from the car park to the R-RMC plant cutting through the existing landscaped bunds on the north boundary and incorporating 3 no. weatherproof canopies en-route
- New planting, landscaping and re-contouring of the existing land

3.2 The main access ways through both the proposed car parks are to be surfaced in black asphalt with the car parking bays in contrasting permeable block paving. A 3 metre high acoustic fence is proposed to be located along the southern boundary of the site where it adjoins the residential development at Lillywhite Road.

3.3 The different lighting proposals for the development comprise low profile marker lights located along the surface centreline of the parking access roads, low level (300 mm) lighting bollards to the footpaths and 3 metre high lighting columns with a maintained average luminance not exceeding 15.0 lux. The lighting proposed is designed to be adaptive so that it can be dimmable outside times of peak traffic flow to and from the site.

3.4 The proposed hours of use of the R-RMC car park are as follows:

06:30 to 22:00 Monday to Friday

09:00 to 17:00 on Saturdays

No use of car park on Sundays and Bank Holidays

3.5 A zoned parking area of 144 car parking spaces for staff who start work between 06:30 and 07:00 will be located adjacent to the far north side of the car park.

4.0 **History**

00/01899/CMA

NOBJ

Excavation of sand and gravel with restoration to agriculture.

5.0 **Constraints**

Listed Building	NO
Conservation Area	NO
Rural Area	YES
AONB	NO
Strategic Gap	NO
Tree Preservation Order	NO
- Flood Zone 2	NO
- Flood Zone 3	NO
Historic Parks and Gardens	NO

6.0 **Representations and Consultations**

6.1 **Parish Council**

Westhampnett Parish Council supports the initiative by Rolls Royce to address the current severe parking problems in Westhampnett, largely caused by their employees, and to assist the March School with their own parking issues. However, the Parish Council has concerns about a number of the detailed proposals, namely:-

1. The safety of children crossing Claypit Lane between the School and the car park. There is no defined pedestrian crossing in Claypit Lane.

2. The Council OBJECTS to the proposed operational hours for use of the Rolls Royce car park and The March School car park. It considers that the proposed hours of 5am to midnight, Monday to Friday and Saturday, are excessive.

Noise.

The site abuts a residential area and the resultant noise created by 500 vehicles starting engines;

accessing and egressing the site during the early and later hours would result in occupants of neighbouring houses only having a maximum of 5 hours undisturbed sleep, which would be unacceptable.

Safety.

There would need to be careful planning of shift times changes so as not to coincide with the school drop of and collection times; maximise traffic flow and not have car engines running but stationary.

Pollution.

Times of shift changes in the evening/early morning, when cars enter/exit the car park would require careful management to avoid cars queuing to leave/enter the car park and the resultant build-up of emission gasses. For these reasons, the Council suggests that the operational hours should be limited from 8am to 6pm, Monday to Friday.

3. Lighting.

The site borders a rural area and is on the edge of the Dark Sky, SDNP (north) and residential development (south). Lighting proposals for the car park should address these issues, be environmentally friendly and have consideration for the impact on the night sky and the residential area. Night time lighting would affect the houses adjacent to the car park. If the operational hours were curtailed, as suggested in item 2, the impact on both the night sky and the residential area, would be significantly reduced.

4. Use of the car park.

In order to prevent the car parks being sub-let for use by a 3rd party, eg. for sporting events, the Council requests that a planning condition is imposed, to restrict the use of the:

- a) The Rolls Royce car park to be for Rolls Royce staff only, on that part which will be used by RR.
- b) The March School car park to be for The March School staff; parents and associated people, on that part which will be used by The School.

5. Landscaping.

The landscaping, which looks impressive on plan, should be of a very high standard and easy on the eye of those properties which overlook the site. It should minimize the negative impact on local residents, be sympathetic to the rural setting and encourage wildlife, with English native plants and trees being selected

6.2 Highways England (*Comments received 21.12.2017*)

Highways England will be concerned with proposals that have the potential to impact on the safe and efficient operation of the Strategic Road Network (SRN), in this case the A27 at Chichester, particularly the Portfield Roundabout and the junction with the A285 Stane Street.

On 30th October 2017 Highways England offered pre-application advice on this proposal which is attached for ease of reference. In relation to the information requested the applicants consultants have not provided the details requested as follows:

- Whilst parking survey data was provided (parking beat survey was undertaken on 25/5/17) it was not complete. There are 100 spaces at Goodwood circuit - but no

survey data provided as to how many people park in this location as it was not covered by parking beat survey. Similarly no information was provided for the level of parking at the Bognor TLC site.

- No mode share information was provided.
- The staff home location postcode data and associated distribution and assignment as referred to in the Technical Note was not provided.
- The Travel Plan provided proposes to maintain the home postcode situation as set out in Table 6.1 page of Travel plan which relates to the permit system used. Unless this is secured in the s106 agreement it is not enforceable.
- The information provided to Chichester District Council, which is referred to but was not provided is still not provided. The Pre-app response is provided at the back of the planning and Design and Access statement.
- The Construction Phase Traffic Management Plan has been submitted and shows routing via A27. No restrictions on times of movements have been indicated and Highways England expect that deliveries etc. related to the construction phase will avoid network peak hour periods. No details have been provided relating to the operational times/days for site operations.

In addition to our original questions the following matters will require further consideration and response by the applicants consultants as follows:

- Parking demand assumptions are set out in Table 5.6. of the Parking Strategy, however there has been no assessment of vehicle movements into and out of the site, only parking beat survey information. Whilst an assessment based on the 500 additional parking spaces results in 500 new trips this has only been undertaken on the local road network. Accordingly there is no information on which to provide an informed response on the likely impacts to the A27 junctions
- Para. 5.19 of the Parking Assessment and Strategy;
 - a) states that 60 people in Shift A and 70 people in Shift B who will no longer travel by bus from Bognor and will therefore will need a parking spaces
 - b) states that 90 people who work daytime hours will need a parking space

If all of these employees become single occupant car users then the daytime hour employees could hit the network peaks on the A27 junctions. These trips are not currently routed through the A27 junctions as they will be new.

- Para 6.15 of the Parking Assessment and Strategy states that the Short Term measures are by definition not intended to continue. Therefore this will result in the withdrawing of the bus services from Bognor (TLC & Central) which are considered to be sustainable trips and as mentioned above are most probably likely to be converted to car based trips.
- The Travel Plan requires further consideration to be acceptable and the following points need consideration / inclusion:
 1. No information on current mode share;
 2. No information on staff postcode location - this information is known because it is held for parking permit applications, irrespective of home addresses held as part of employee information on their HR system;

3. No understanding how the additional of 500 car parking spaces will change travel habits;
4. No targets within the Travel Plan when they should be including SMART targets
5. The Aims and Objectives of the Travel Plan are unlikely to be achieved
6. No monitoring of the Travel Plan performance - there seems little justification as to why TRICS SAM for Travel Plan Monitoring should not be used;
7. No measures proposed to prevent employees living in local postcodes prevented from receiving a parking permit from parking on-street. This would be of interest where these postcodes (i.e. Tangmere) are on the south side of the A27
8. If the existing parking constraint is removed then the number of people car sharing is likely to fall significantly.
9. Will there be any restrictions on the primary school car park being used by Rolls Royce during school holidays / out of school hours?

Until such time as the above information has been provided to enable Highways England to obtain a clear view of the impacts of this proposed increase in parking provision at R RMC site on the SRN, our informal advice is that you should **not approve this application** because of the potential for harm to the Strategic Road Network.

[Planning Officer Comment: At the time of preparing this report a further consultation response was expected from Highways England following the submission of additional information from the applicant. The Planning Committee will be updated prior to the meeting on 14 March 2018.]

6.3 WSCC - Highways

Comments are made in connection with the additional parking for Rolls Royce Motor Cars (RRMC) and the associated impacts only. Further comments are not made in respects of the parking/dropping off/picking up area for the March School; from the covering letter from David Lock Associates dated 12th February 2018, it is understood that additional information is being prepared in response to the WSCC comments dated 27th December 2017 and that this will be submitted shortly.

In terms of the physical layout of the accesses and car parking arrangements, nothing is understood to have changed. Details of visibility splays at the site exit onto Claypit Lane have been provided by the applicant and these are acceptable. A condition is suggested to ensure that the accesses are constructed prior to the first use of the car park/school drop off area.

The main WSCC concerns were though in relation as to whether there was a demonstrable need for the additional car parking and more importantly whether the additional parking would undermine existing efforts to encourage sustainable travel to the site. This would include measures within the travel plan.

In light of the initial comments made by WSCC, the applicant has undertaken a further survey to determine potential parking demands. From this, a number of employee vehicles (estimated as 20) park on-street in the vicinity of the Goodwood Plant. This is understood to be an estimate with the figure being potentially higher.

The additional information also indicates that 70-80 vehicles were counted as parking within the Chicane car park, which forms part of the Goodwood Motor Circuit. Point 3.6 of

the TAA then contradicts this survey by referencing 80-100 vehicles parking off-site at the Motor Circuit or Race Course. This higher figure may well be correct although no surveys are included of overspill parking at the Race Course and the surveyed figure may represent a day when parking demands are less. It is accepted that an element of overspill parking demands (based on the information provided this could range between 90 to 120 vehicles occurring either on-street or at the Motor Circuit or Race Course) are being accommodated locally to the existing plant.

An estimate is also included of those potential parking demands presently taking place at the Bognor Logistics Centre. These employees then make use of the shuttle bus to the plant that is proposed to cease. This amounts to 50 persons/vehicles. It's acknowledged that the shuttle bus could be stopped at any time.

There is also another shuttle bus that collects from locations within central Bognor. This service is proposed to continue. The TAA appears to assume that these trips would however revert to using the private car with resultant increase in parking. This isn't accepted with it more likely that these trips would continue to make use of the bus.

Assuming therefore that all employees who are affected by the ceasing of the shuttle bus to the Logistics Centre transfer to driving, this could amount to a demand for a further 50 parking spaces. 5.7 of the TAA refers to 70-90 vehicles that could transfer from Bognor to Goodwood. Similar to the transferring of parking from areas surrounding the Goodwood Plant, this seems to over-state the demand based on the survey data.

Whilst the TAA concludes that current displaced demands could result in up to 210 parking spaces, based on the data included and quoted in the TAA, the actual surveyed demands (70-80 at Goodwood Motor Circuit, 20 on-street, 50 at the Logistics Centre) could be much less (140 to 150). Even if further trips occur from Bognor or additional parking occurs at the Motor Circuit/Race Course, the total figure would still be less than stated.

Although the proposal seeks permission for 492 car parking spaces, based on the data within the TAA it is apparent that displaced demands would not result in the car park being full. In highway capacity terms, it is also apparent that the additional car parking would not give rise to a significant increase in vehicle movements in the local area. With the exception of those trips generated from the Bognor Logistics Centre, the majority of vehicles that would use the car park are already travelling to the local area. The additional spaces will provide flexibility at shift changeover times as well as providing some future capacity.

There is still the matter as to whether the car park would undermine existing travel plan measures, notwithstanding the fact that the proposed car park seeks more to consolidate where parking takes place rather than this occurring as it does presently in locations remote to the plant. A revised TP has been presented as part of the latest submission of information. The measures within this do demonstrate the applicant's commitment to encouraging sustainable access to the site. There are certain matters, such as the monitoring, that will need to be discussed and agreed further. A travel plan should therefore be secured via condition. The measures within this should be agreed prior to the use of the car park being first used.

With respect to the car park extension only, there would be no highway objection. *[Officer comment: Suggested conditions are incorporated into the recommendation]*

6.4 South Downs National Park Authority

[Comments received on the pre-application enquiry - the application proposals are substantially the same]

The site benefits from screening planting along the northern side, which is likely to limit views from the higher ground to the north. Regard should be had to the Dark Skies status of the Park in terms of the proposed lighting of the car park. Travel Plan should ensure that a full range of traffic reduction measures is provided, including greater encouragement for the site to be accessed by means other than the private car.

6.5 CDC Drainage Engineer

The proposed means of surface water drainage is via the use of an infiltration blanket soak-away structure located beneath both the permeable block paved parking bays and the impermeable asphalt roadways that run between the parking bays. This approach is acceptable in principle and the local geology should support this methodology. However, the potential for infiltration should be investigated and backed up by winter groundwater monitoring and percolation testing. Any soakage structures should not be constructed lower than the peak groundwater level. Should the application be approved we recommend conditions to ensure the site is adequately drained: full details of the proposed surface water drainage scheme based on SuDS; Winter groundwater monitoring; full details of the maintenance and management of the SuDS system.

6.6 CDC Archaeology Officer

Removal of large areas of topsoil during construction would be likely to reveal deposits of archaeological interest whose significance should be recorded and reported on. This would be best achieved through a suitable programme of observation and recording (a watching brief). A condition is recommended in this regard.

6.7 CDC Environmental Health Officer

Applicant has confirmed revised hours of use - from 06:00 to 22:00 for the car park; the barrier fence would be 2.4 metres high.

The conditions I originally recommended suited the hours I proposed in the condition [08:00 to 18:00 Mon-Sat, not on Sundays or public holidays]. If extended hours [beyond these are sought], the applicant needs to come forward with better mitigation than proposed at present.

Therefore given the information submitted at this time operating outside those hours is likely to have at least a significant impact in planning policy terms, so as a minimum should be avoided. The category above significant is unacceptable and development should not be permitted.

Neither I or the applicant's noise consultant could think of any other locations in the district where the background levels would be comparatively low, comprise natural sounds and then would have a large scale but short lived vehicle movements at quiet times of the day. Other than limiting times of use of the car park, the location of permitted parking during those times and increasing the height of the barrier I cannot think of any other control measures.

[Planning Officer Comment: Further comments are awaited on the further revisions made by the applicant to the proposed hours of operation, zoning of the car park and the acoustic fencing. The Planning Committee will be updated prior to the meeting on 14 March 2018.]

6.8 CDC - Environment Officer

I am happy with the Reptile Survey Report and Mitigation and Compensation Report from the ecologist working on the Rolls Royce Car Park site. I have had a number of discussions with him regarding this site and the further information he has submitted in relation to reptiles and GCNs. The Ecological mitigation and Compensation (Jan 2018) report provides extensive details of the mitigation for reptiles and GCNs along with the other species onsite (barn owls, bats, nesting birds) and I would recommend that this document is conditioned as a whole to cover the environmental issues for the site.

6.9 CDC - Environmental Protection

Land contamination

The risks from land contamination are low to medium, particularly due to the nature of the planned development. The conclusions are agreed with and it is recommended that standard conditions are attached.

Air quality

The significance of the [air quality] impacts is either slight or negligible at all receptor locations. Mitigation measures are not proposed with respect to road traffic vehicle emissions. We agree with these conclusions and no further assessment of air quality is required.

Travel plan/sustainable transport measures

The TP document supports the planning application but covers the whole Rolls Royce facility at Goodwood. The school drop off and pick up area should alleviate existing issues on Claypit Lane. Employees are encouraged to travel to the site by sustainable transport eg motorcycle, cycle, walking, bus services and car sharing. Sheltered cycle parking facilities are available at the original car park site as well as showering, changing and locker facilities. Additional locker and shower facilities for cyclists are planned for 2018. It is recommended that additional secure, covered cycle parking is put in place to encourage site users to use this sustainable mode of transport where possible. Dedicated parking spaces in prime locations at the new car park are to be provided for employees who car share. Electric vehicle infrastructure will be installed at the new car park in future readiness and one EV charging point is proposed to be installed as a test point. It is recommended that additional charging points are installed in order to encourage take up of this type of transport.

Lighting

Consider the design criteria is appropriate for a development of this nature. No objection.

6.10 8 Third Party Objections

- Unacceptable hours of operation
- Unacceptable noise and disruption early in morning and late at night as shifts change
- Over development of site
- Out of character, loss of green space and urbanisation of countryside
- Harmful visual impact
- Destroys historic field pattern
- Significant traffic generation
- Exhaust fumes
- Rural lane will become an urban street
- Traffic danger to school children
- Use of staff bus from Bognor Regis RR will fall dramatically as staff will now be able to park at the Westhampnett site
- Rolls-Royce should build an underground car park
- Harmful to wildlife
- Light pollution
- Will cause surface water run-off onto Claypit Lane

6.11 4 Third Party Support

- Residents living in Stane Street have had 14 years of cars occupying the road outside their houses, grass verges turned into mud baths
- Off-site parking in Claypit lane, particularly at school transfer times results in a very dangerous situation twice daily five times a week. Rolls Royce should be applauded for their efforts to address this
- Rolls Royce Cars are now the largest employer in the CDC area. They deserve the support of local residents, not objections

6.12 Applicant/Agent's Supporting Information

The application is accompanied by a Planning, Design and Access Statement and supported by a comprehensive suite of reports which can be accessed and read in detail on the Council's website.

7.0 Planning Policy

The Development Plan

7.1 The Development Plan for the area comprises the Chichester Local Plan: Key Policies 2014-2029 and all made neighbourhood plans. There is no made neighbourhood plan for Westhampnett at this time.

7.2 The principal planning policies relevant to the consideration of this application are as follows:

Policy 1: Presumption in Favour of Sustainable Development
Policy 3: The Economy and Employment Provision
Policy 8: Transport and Accessibility
Policy 9: Development and Infrastructure Provision
Policy 13: Chichester City Transport Strategy

Policy 26: Existing Employment Sites
Policy 39: Transport, Accessibility and Parking
Policy 40: Sustainable Design and Construction
Policy 45: Development in the Countryside
Policy 42: Flood Risk
Policy 48: Natural Environment
Policy 49: Biodiversity
Policy 52: Green Infrastructure

- 7.3 Policy 3 supports sustainable growth of the local economy and has as one of its main criteria: *'Protecting and enhancing existing employment sites and premises to meet the needs of modern business'*. Policy 26 states that *'Existing employment sites will be retained to safeguard their contribution to the local economy'*.

National Policy and Guidance

- 7.4 Government planning policy comprises the National Planning Policy Framework (NPPF) which is founded on a presumption in favour of sustainable development. Among the overarching roles that the planning system must play to achieve sustainable development, twelve core land-use planning principles are set out in paragraph 17 of the NPPF. The third bullet point of paragraph 17 states that planning should;

'Proactively drive and support economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth.'

- 7.5 The NPPF also emphasises the need to build a strong and competitive economy. The value and importance the government places on economic growth is clearly set out at Paragraph 19 which identifies that:

'The Government is committed to ensuring that the planning system does everything it can to support sustainable, economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth...therefore significant weight should be placed on the need to support economic growth through the planning system.'

- 7.6 NPPF paragraph 21 is also particularly relevant from an economic perspective. It identifies that planning policies should recognise and seek to address potential barriers to investment such as a lack of infrastructure and services. The third bullet point states that local authorities should;

'support existing business sectors, taking account of whether they are expanding or contracting....Policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances'.

- 7.7 NPPF Section 4 identifies the importance of promoting sustainable travel as a key component of facilitating sustainable development. Notwithstanding this, paragraph 29 recognises that *'...that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas'*. A key tool to promoting sustainable travel is the Travel Plan (paragraph 36).

7.8 Section 7 sets out the requirements for developments to ensure good design, and this is highlighted as a key aspect of sustainable development being '*...indivisible from good planning...*'(Paragraph 56). Paragraph 58 emphasises that planning decisions should aim to ensure that developments are '*visually attractive*' with '*appropriate landscaping*.'

7.09 The aims and objectives of the Chichester in Partnership Community Strategy 2016-2029 which are relevant and material to the determination of this planning application are:

- Develop a local workforce that meets the needs of local employers
- Support local businesses to grow and become engaged with local communities
- Promoting and developing a dementia friendly district
- Encourage and support people who live and work in the district and to adopt healthy and active lifestyles
- Support and promote initiatives that encourage alternative forms of transport and encourage the use of online services
- Promote and increase sustainable, environmentally friendly initiatives in the district
- Influence local policies in order to conserve and enhance the qualities and distinctiveness of our area

8.0 Planning Comments

8.1 The main issues/areas for assessment arising from this proposal are identified as being:

- The principle of major development in the countryside
- The impact of the car park on residential amenity
- Traffic and highway issues
- The provision of a school car park
- The impact of the development on visual/rural amenity

Assessment

Background Context

8.2 The R-RMC manufacturing plant at Goodwood (Westhampnett) was opened on 1st January 2003 and forms the headquarters for R-RMC's operation worldwide. As a prestigious global luxury car manufacturer it has quickly established itself as a major employer within Chichester District and has made Goodwood an important contributor not only to the local economy but also to "UK PLC".

8.3 The operation at Goodwood has grown significantly since 2003. At that time less than 1000 cars were produced per annum. That figure has subsequently grown to approximately 4000 cars. The number of employees on the site originally numbered around 350 and currently stands at 2,185 working at the site across three shifts. With the expansion of production facilities at the existing site and a consequential expansion in the workforce, the applicant's advise that there is mounting pressure to provide increased parking provision, notwithstanding the on-going development of the company's travel plan which encourages staff to visit the site via a number of sustainable alternatives to the private car.

The manufacturing plant currently includes a total of 831 car parking spaces which for an operation of this size is significantly below WSCC's Parking Standards. The addition of 492 extra spaces would bring it up to 'standard'. It is also noted that an average of 75 BMW staff members visit the site from other BMW Group locations per day, and that during 2016 there were approximately 3,000 visitors to the site. The site is therefore busy with expanding production and sales growth. The consequential expansion in the workforce has led to mounting pressure to provide increased parking provision to service the current needs of the company.

- 8.4 A Parking Assessment and subsequent surveys were undertaken at the R-RMC site in May and July 2017, respectively. This identified a chronic lack of parking on the site to serve the existing numbers of employees, with many cars as a consequence fly parked across the site in non-designated areas. Parking has also spilled out onto Stane Street and Claypit Lane and takes place at the Goodwood Motor Racing Circuit, horse racing circuit and nearby fields through agreement with Goodwood Estates at times of exceptional demand. This has given rise to a number of complaints from residents in the locality and from the Parish Council which recognises the existing parking problem as 'severe'.
- 8.5 The applicant advises that R-RMC has considered alternatives such as a decked car park on Stane Street over the existing car park and increased surface parking on other areas of the development footprint. For operational reasons, noise, impact on views and lighting these various options have not been formally progressed. In Autumn 2017 the applicant carried out a pre planning application enquiry with the Council prior to submitting this application where the principle of a new car park in the proposed location was considered to be capable of support by officers subject to satisfaction of technical matters relating to the environmental impact - residential and visual amenity and highways issues.

The principle of major development in the countryside

- 8.6 The application site as well as the adjacent manufacturing plant lies within the countryside or 'Rest of Plan' area as defined by the Local Plan wherein restrictive policies operate in respect of new development. Only a limited amount of development meeting a narrow range of strict criteria is allowed in the Rest of Plan area. The development of a 492 space car park for R-RMC and a separate 40 space car park for The March School would fall outside of this. Prima facie, therefore, the proposals are contrary to adopted planning policy. However, there are other significant material considerations that need to be weighed in the balance.
- 8.7 It is recognised that Rolls-Royce is a major employer of international importance in Chichester District and the site of the proposed car park directly adjoins its now well - established site. R-RMC have made an investment of some £155 million in the Goodwood facility, including £40 million in structural plant changes for the Ghost model (2009) and £10 million in extending the assembly hall in 2013. It is of major significance to the local economy not only in terms of the 2,185 people directly employed on the site but also to the local, smaller businesses it helps to support. Furthermore the site attracts a high number of annual visitors both domestic and international, for tours of the factory. Such visits can result in additional associated spend in local accommodation as well as benefiting existing shops and businesses in Chichester.

8.8 Whilst there is no specific planning policy that would support a large surfaced car park in the countryside there is more general support in terms of development that relates to existing employment and the economy. Local Plan policy 3 - The Economy and Employment Provision - looks specifically at supporting the sustainable growth of the local economy of which Rolls-Royce has become a key player. Also the Local Plan section on The Economy has as its underlying objective developing a strong, responsive and competitive economy including the provision of adequate infrastructure. It is considered that the major status of Rolls-Royce as a local employer and the overall economic benefits to Chichester and the wider District that this presence brings, can be attributed significant weight in the final planning balance exercise, notwithstanding the conflict with policy 45.

The impact of the car park on residential amenity

8.9 The development of a car park for a total of 532 cars on a currently open green field site adjacent to an existing residential development has the potential to impact significantly on the established residential amenities of the occupiers in terms of matters relating to noise nuisance, light pollution, air quality and general activity. The third party objections received distil those concerns. Significant work has been carried out by the applicant's consultants to address such environmental concerns in conjunction with feedback from the Council's Environmental Health Officers. The main potential impacts are considered below.

8.10 Air Quality

In terms of the potential for a reduction in air quality from the development through exhaust fumes caused by staff cars at the car park whilst manoeuvring and queueing to get into and leave the site, the applicant has carried out a detailed air quality assessment both looking at the site impact in isolation and in its wider surroundings. This assessment concludes that as the car park seeks to satisfy an existing parking demand at R-RMC and there is therefore no anticipated overall increase in trip generation on the network, the air quality impact is not considered to represent a constraint for the proposed development. The predicted air quality impacts associated with the operation of the car park when considered in isolation were also considered not to be significant. The comments of the Council's Environmental Health Officer at paragraph 6.8 conclude that, *'The significance of the [air quality] impacts is either slight or negligible at all receptor locations. Mitigation measures are not proposed with respect to road traffic vehicle emissions. We agree with these conclusions and no further assessment of air quality is required.'*

8.11 Noise

The existing site is a greenfield site to the west of the R-RMC production facility and is in a rural location where the existing ambient noise levels are low. The introduction of a large surface car park on this site adjacent to the Bellway Homes development in the former gravel pit clearly has the capacity to cause disturbance to residential amenity from a range of sources - car engines idling, cars accessing the site, starting and manoeuvring in and out of spaces and car doors slamming. The nature, impact and perception of this noise has a direct correlation with the proposed hours over which the car park is proposed to operate.

8.12 As originally submitted, the application proposed that the hours of use of the car park by R-RMC were to be 05:00 to 00:00 (midnight), Monday to Saturday with no car park operation on Sunday and Bank Holidays. The Council's Environmental Health Officer has recommended that the hours be restricted to 08:00 to 18:00 Monday to Saturday with no parking on Sundays and Bank/Public Holidays in order to protect local residential amenity,

particularly for those properties at Lillywhite Road. The applicant has now confirmed that R-RMC is able to accept a further restriction on the Saturday car park hours and has volunteered a restriction from 09:00 to 17:00. However, for operational reasons it is unable to meet the Environmental Health Officer's recommendation for Monday to Saturday of 08:00 to 18:00. This is because although the new car park is proposed to be used by day staff, a proportion of staff are still required to support the earlier shift workers. This necessitates some workers needing to arrive/depart outside of standard office hours. The 08:00 to 18:00 restriction would not be practical in this respect and R-RMC advise that it would have a severe impact on the ability to provide support to shift workers. R-RMC have now advised the Council that it is prepared to restrict the car park hours to 06:30 to 22:00 Monday- Friday and 09:00 to 17:00 on Saturdays.

- 8.13 In addition to the revision to the car park hours from the originally proposed 05:00 to midnight (Mon - Sat) to 06:30 to 22:00 (Mon - Fri) and 09:00 to 17:00 (Sat), the applicant is proposing additional mitigation to reduce the environmental impact on residential amenity. The primary concern in this regard is the potential for sleep disturbance/early awakenings. The mitigation comprises the erection of a 3 metre high acoustic fence along the southern boundary of the site with the adjacent residential development (increased from 2m high in the original submission). A further measure will be to 'zone' the west side of the car park so that during the period 06:30-07:00 staff will be restricted to parking in those spaces (144 are identified) furthest from the adjacent residential development. The applicant's assessment is that with the combined acoustic barrier and zoned parking for the first half an hour of the car park operation there would be some adverse noise impact but that impact (estimated at 4dB above existing external background levels) will be below industry guideline values (BSI and WHO). Additionally, it is noted that the way in which the car park is expected to be utilised means that for the periods outside of the staff arrival/depart times, little to no noise would be generated within the area. In other words there is not a continuous noise profile on the site throughout the day.
- 8.14 The Committee are advised that at the time of writing this report, the final comments from the Council's Environmental Health Officer were still awaited and these will need to be reported to Members. However, it is notable the applicant has moved its position significantly since the application was submitted in terms of amending the car park hours and building in the extra mitigation. On the assumption that the concessions made by R-RMC to the parking hours are accepted by the Council's Environmental Health Officer, officers are of the opinion that subject to the conditions proposed, the application is acceptable on the grounds of residential amenity subject to the conditions attached to this recommendation and balancing these considerations against the economic case for supporting a major employer in the District.

8.15 Lighting

In addition to noise and air quality, artificial lighting also has the potential to cause harm to residential amenity. The applicant's proposals for the car park have considered this issue in detail. The development will require artificial lighting to facilitate safe and secure operation and is to be designed in compliance with the following standard; BS 5489-1: 2013 (Lighting of Roads and Public Amenity Areas). The applicant has identified that the potential effects from exterior lighting of the car park without mitigation include; light spill into windows, upward light causing sky glow, glare from high intensity car headlights, intrusive light affecting ecology. Whilst during the darker hours of car park operation there will be a character change to the site in terms of its artificial illumination, the proposals have been designed to minimise these impacts and the Committee will note that the

Council's EHO officer has confirmed that the design criteria is appropriate. The existing context is also a relevant consideration whereby the roundabout at the junction of Claypit Lane and Madgwick Lane is already illuminated by lighting columns >3 m high which then extend part way down Claypit Lane. The elevations of the main building on the R-RMC campus are also washed with light. Mindful of the rural location, the proximity of residential dwellings and wider afield the Dark Skies status of the SDNP, it is proposed to include a condition on the recommendation requiring the lighting on the site to be switched off during the hours when the car park is not in operation.

Traffic and highway issues

- 8.16 The proposal is essentially submitted to address the existing car parking issues which R-RMC faces following its successful expansion and on-going development, rather than to provide additional spare capacity for the future although some spare capacity will result. The Committee will note the detailed consultation response from WSCC in terms of the anticipated impact of the development on the local non-strategic road network. This is that the majority of vehicles that would use the car park are already travelling to the local area and therefore the impact on the local network would not be significant. WSCC accepts the applicant's figures that approximately 90 -120 cars are currently over-spilling from the R-RMC site but that even if the applicant's estimation that the current displaced demands could result in up to 210 parking spaces it is accepted this will still result in the proposed car park not being used to capacity. WSCC consider that the additional spaces will provide flexibility at shift changeover times as well as providing some future capacity. WSCC reiterate the importance of the company Travel Plan going forward and cite this amongst a list of recommended planning conditions.
- 8.17 The response received from Highways England makes it clear that it still has some concerns in respect of the likely cumulative/resultant impact of the car park development on the A27 SRN in terms of the number of extra trips that might be generated. This is more particularly associated with the potential for an increase in single occupant car journeys once the car park is provided, by staff who would otherwise travel to the Goodwood/Westhampnett site from the R-RMC site at Bognor by the company bus. The applicant's transport consultant has responded to the issues highlighted in Highway England's response in paragraph 6.2 and a further response from Highways England (HE) on this response is still awaited. At the time of writing HE has advised the Council to not approve the application until it is essentially satisfied that there would not be a harmful impact on the A27. The Committee will be updated in this regard.

The provision of a school car park

- 8.18 In addition to delivering a car park for R-RMC the application also proposes a separate 40 space car park for the exclusive use of The March Church of England Primary School. This car park with its own dedicated access and egress off Claypit Lane (both gated) will be managed by the School and will provide a drop-off and pick-up facility for parents. It is considered that such a facility delivered as part of the wider car park development for R-RMC will be a significant benefit to parents and pupils' safety, overcoming existing difficulties on Claypit Lane during peak school drop off and pick up times. It is supported by officers at both WSCC and CDC.

The impact of the development on visual/rural amenity

- 8.19 In terms of landscape matters, the proposals have been deliberately landscape-led in design terms to try to integrate the development into its setting. The submitted plans propose a deep landscape buffer fronting Claypit Lane which in conjunction with existing planting around the site boundaries and planting within the site itself on raised earth bunds should provide a significant screen to mitigate the visual impact of the car parking. Further planting is also shown within the site.
- 8.20 As part of the pre-application enquiry undertaken by R-RMC, consultation was carried out with the South Downs National Park Link Officer to ascertain what visual impact the car park would be likely to have on the wider landscape. No specific objections were raised from the perspective of the South Downs National Park Authority. From key distance viewpoints to the north, north-east and north-west at the Trundle, Halnaker Windmill and Stoke Clump, it is considered the proposed car park will sit well in the landscape with the proposed introduction of structural planting assisting its assimilation. Notwithstanding that the proposals will impart a distinctive change to the character and appearance of what at present is an open green field, officers are satisfied that the change is acceptable when balanced against the other benefits that the proposals will deliver.

Other Matters

- 8.21 In terms of ecological, surface water drainage, land contamination and archaeological issues raised by the development, the applicant's comprehensive submission has been assessed by the relevant consultees and officers are satisfied that in light of the responses received, these matters can satisfactorily be addressed through the addition of appropriate planning conditions.

Significant Conditions

- 8.22 Restrictions controlling the hours of use of the R-RMC car park, a Construction Management Plan, the form and appearance of the acoustic fence, a Travel Plan and the hours of lighting are all included in the schedule of conditions attached to this report.

Conclusion

- 8.23 The additional car parking requirements of Rolls-Royce are symptomatic of its continuing success as a major employer in Chichester District. Whilst the proposals for the car park are on a site in the countryside and therefore prima facie in conflict with restrictive Local Plan countryside policy 45, they are adjacent to an established manufacturing plant also in the countryside. It is considered that there are strong economic development factors which militate towards approving the development. The proposals find support in the Local Plan through policies 3 and 26 and in the NPPF where the government places emphasis on 'building a strong, competitive economy'. The site in spatial terms forms a natural extension to the west of the existing production plant at Rolls-Royce. It is also a parcel of land which is physically self-contained by existing residential development to the south, by Claypit Lane to the west and by the existing landscaped bunds lining The Drive to the north. From vantage points further afield in the National Park the site of the car park will appear absorbed by the landscape with any impact softened by the new planting proposed.

Construction of this development also facilitates delivery of a dedicated car park for The March Church of England Primary School addressing existing issues of traffic congestion and highway safety on Claypit Lane resulting in betterment for staff, parents and pupils.

8.24 Officers have weighed all the competing policy, landscape, residential amenity and economic issues carefully in reaching the recommendation to permit this development which is subject to necessary conditions to mitigate the impacts. The recommendation to permit this development is conditional on a successful resolution of the outstanding consultation responses awaited from Highways England and the Council's Environmental Health Officer. The Committee will be advised of these responses via the Agenda Update sheet.

Human Rights

8.25 In reaching this conclusion the Human Rights of the applicants and nearby occupiers have been taken into account when reaching this recommendation and it is concluded that the recommendation to permit is justified and proportionate.

RECOMMENDATION

PERMIT subject to the following conditions and informatives:-

1) The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

2) The development hereby permitted shall not be carried out other than in accordance with the approved plans: BMW008/004 Rev C; HED.1303.100; HED.1303.101; GOO-ARC-SW-XX-DR-CE-0001 Rev P04; GOO-ARC-SW-XX-DR-CE-0002 Rev P03; HED/1303/102; HED/1303/105; HED/1303/107; GOO-ARC-SW-XX-DR-CE-0004 Rev P04; LLSA0343; LLSA0343; 0817-ARC-10715; GOO-ARC-SW-XX-DR-CE-0006 Rev P01; GOO-ARC-XX-00-DR-CE-0005 Rev P01.

Reason: To ensure the development complies with the planning permission.

3) Notwithstanding any details submitted to the contrary final details of the form, appearance, colour and precise location of the proposed 3 metre high acoustic fence to be erected along the southern boundary of the site shall be submitted to and be approved in writing by the Local Planning Authority before the development commences. Once approved the acoustic fence shall be erected in the agreed position before the car park is first brought into use.

Reason: To ensure that the fencing is provided in a position and to a specification which protects residential amenity.

4) Before work commences on the Rolls Royce Motor Cars car park hereby permitted a plan shall be submitted to and be approved in writing by the Local Planning Authority showing the zoned allocation of 144 car parking spaces on the west side of the site. The plan shall be accompanied by details of how the management of these spaces is to be carried out. Between 06:30 and 07:00 no car parking shall take place at the Rolls Royce Motor Cars car park other than within the 144 identified spaces. The use of the car park shall be carried out in accordance with the approved details.

Reason: To accord with the submitted noise mitigation strategy in the interests of protecting residential amenity.

5) **No development shall commence** until details of the proposed overall site-wide surface water drainage scheme has been submitted to and approved in writing by the Local Planning Authority. The design should follow the hierarchy of preference for different types of surface water drainage disposal as set out in Approved Document H of the Building Regulations and the SUDS Manual produced by CIRIA. Winter ground water monitoring to establish highest annual ground water levels and Percolation testing to BRE 365, or similar approved, will be required to support the design of any Infiltration drainage. The surface water drainage scheme shall be implemented as approved unless any variation is agreed in writing by the Local Planning Authority. No building shall be occupied until the complete surface water drainage system serving that property has been implemented in accordance with the approved surface water drainage scheme.

Reason: The details are required pre-commencement to ensure that the proposed development is satisfactorily drained with all necessary infrastructure installed during the groundworks phase.

6) No development/works shall commence on the site until a written scheme of archaeological investigation of the site has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include a schedule for the investigation, the recording of findings and subsequent publication of results. Thereafter the scheme shall be undertaken by an appropriately qualified archaeologist fully in accordance with the approved details, unless any variation is first submitted to and agreed in writing by the Local Planning Authority

Reason: The site is potentially of archaeological significance. It is considered necessary for this to be a pre-commencement condition as these details need to be agreed prior to the construction of the development and thus go to the heart of the planning permission.

7) No development shall commence until a Construction and Environmental Management Plan (CEMP) comprising a schedule of works and accompanying plans for that Phase has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved CEMP shall be implemented and adhered to throughout the entire construction period unless any alternative is agreed in writing by the Local Planning Authority. The CEMP shall provide details of the following:

- (a) the phased programme of construction works;
- (b) the anticipated number, frequency and types of vehicles used during construction,
- (c) the location and specification for vehicular access during construction,
- (d) the provision made for the parking of vehicles by contractors, site operatives and visitors,
- (e) the loading and unloading of plant, materials and waste,
- (f) the storage of plant and materials used in construction of the development,
- (g) the erection and maintenance of security hoarding,
- (h) the location of any site huts/cabins/offices,
- (i) the provision of road sweepers, wheel washing facilities and the type, details of operation and location of other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- (j) details of public engagement both prior to and during construction works, including a named person to be appointed by the applicant to deal with complaints who shall be available on site and contact details made known to all relevant parties,
- (k) measures to control the emission of dust and dirt during construction, to include where relevant sheeting of loads, covering and dampening down stockpiles and restriction of vehicle speeds on haul roads. A dust management plan should form part of the CEMP which includes routine dust monitoring at the site boundary with actions to be taken when conducting dust generating activities if weather conditions are adverse,
- (l) measures to control the emission of noise during construction,
- (m) details of all proposed external lighting to be used during construction and measures used to limit the disturbance of any lighting required. Lighting shall be used only for security and safety,
- (n) appropriate storage of fuel and chemicals, in bunded tanks or suitably paved areas,
- (o) measures to reduce air pollution during construction including turning off vehicle engines when not in use and plant servicing, and
- (p) waste management including prohibiting burning,

Reason: These details are necessary pre-commencement to ensure the development proceeds in the interests of highway safety and in the interests of protecting nearby residents from nuisance during all stages of development and to ensure the use of the site does not have a harmful environmental effect.

8) The car parks hereby permitted shall not be brought into use unless and until the detailed landscaping proposals as shown on drawing no. HED.1303.105.P Rev 00 have been carried out. Any trees or plants which, within a period of 5 years after planting, are removed, die or become seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved unless otherwise first agreed in writing by the Local Planning Authority.

Reason: In the interests of amenity

9) No part of the car parks hereby permitted shall be first used until such time as the vehicle accesses as shown on drawing number GOO-ARC-SW-XX-DR-CE-0001 REV P04 have been constructed. The accesses once constructed shall thereafter be retained and operated as per the approved drawings.

Reason: In the interests of highway safety.

10) No part of the car parks shall be first used until such time as the visibility splays as shown on drawing number GOO-ARC-SW-XX-DR-CE-0006 Rev P01 have been provided. The visibility splays once provided shall thereafter be maintained in perpetuity.

Reason: In the interests of highway safety

11) No part of the Rolls Royce Motor Cars car park shall be first used until such time as a travel plan has been submitted to and approved in writing by the Local Planning Authority in consultation with the Local Highway Authority. Once approved all measures within the travel plan shall thereafter be implemented unless otherwise agreed with the Local Planning Authority.

Reason: To encourage optimising the use of alternative more sustainable modes of transport to the site other than by private car.

12) The car park hereby permitted for The March Church of England Primary School shall not be used other than by staff, parents and visitors to the School. Before the car park is first brought into use details shall be submitted to and be approved in writing by the Local Planning Authority detailing how the car park is to be managed. The car park shall thereafter be managed in accordance with the approved details.

Reason: To ensure that the use of the car park accords with the application in the interests of highway safety and proper planning.

13) The development hereby permitted shall be carried out fully in accordance with the details and mitigation set out in the submitted Arcadis Ecological Mitigation and Compensation v2.0 (Jan 2018) report.

Reason: To ensure that appropriate mitigation of species habitat is carried out.

14) The car park hereby permitted for Rolls Royce Motor Cars shall not be used for any purpose other than for the parking of cars by staff, affiliates and visitors to the Roll Royce Motor Cars Ltd Goodwood manufacturing plant.

Reason: To accord with the terms of the application and in the interests of proper planning.

15) The Rolls-Royce Motor Cars car park hereby permitted shall not be used other than between the following hours:

06:30 to 22:00 Monday to Friday
09:00 to 17:00 on Saturdays

No parking shall take place at the site on Sundays or on Bank or Public Holidays.

Reason: To accord with the terms of the application and in the interests of protecting residential amenity.

16) The Rolls Royce Motor Cars car park hereby permitted shall not be illuminated by fixed car park lighting between the following hours:

22:30 and 06:00 Monday to Friday
17:30 and 08:30 on Saturdays

and at no time on Sundays and Bank and Public Holidays unless any variation to these hours is specifically agreed in writing by the Local Planning Authority.

Reason: In the interests of amenity.

17) The lighting of the site shall be carried out in complete accordance with the submitted details unless any variation is specifically agreed in writing by the Local Planning Authority.

Reason: To accord with the terms of the application and in the interests of amenity.

INFORMATIVES

1) The developer's attention is drawn to the provisions of the Wildlife and Countryside Act 1981, the Conservation (Natural Habitats etc) Regulations 1994, and to other wildlife legislation (for example Protection of Badgers Act 1992, Wild Mammals Protection Act 1996). These make it an offence to kill or injure any wild bird intentionally, damage or destroy the nest of any wild bird intentionally (when the nest is being built or is in use), disturb, damage or destroy and place which certain wild animals use for shelter (including badgers and all bats and certain moths, otters, water voles and dormice), kill or injure certain reptiles and amphibians (including adders, grass snakes, common lizards, slow-worms, Great Crested newts, Natterjack toads, smooth snakes and sand lizards), and kill, injure or disturb a bat or damage their shelter or breeding site. Leaflets on these and other protected species are available free of charge from Natural England.

The onus is therefore on you to ascertain whether any such species are present on site, before works commence. If such species are found or you suspected, you must contact Natural England (at: Natural England, Sussex and Surrey Team, Phoenix House, 32-33 North Street, Lewes, East Sussex, BN7 2PH, 01273 476595, sussex.surrey@english-nature.org.uk) for advice. For nesting birds, you should delay works until after the nesting season (1 March to 31 August).

2) The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

3) For further information and technical guidance regarding land contamination the applicant should contact the District Council's Environmental Protection Team (01243 785166).

For further information on this application please contact Jeremy Bushell