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ARCHITECT / BUILDING PROFESSIONALS

Your Ref :
Our Ref : C.D./1403

Date: 15th August 2014

TRANSPORT STATEMENT

Non Technical Summary

This transport statement has been prepared on behalf of Paul rosa manhattan in support of a planning Application, Ref AWDM/0624/14 – Access links and office expansion for Paula rosa manhattan to combine Units 48, 50 and 52 into one cohesive manufacturing, storage, distribution and associated administration complex.

The development proposals include the following elements :-

Links between all buildings – units 48, 50 and 52 – to combine these buildings into one cohesive manufacturing complex.

The enlargement of office facilities within Unit 52 including provision of new W C accommodation and improved access for disabled users.

Re-arrangement of existing parking provision throughout the whole combined site.

Re-arrangement of commercial vehicle movement throughout the whole combined site.

This statement is to be read in conjunction with all planning, architectural and other reports and accompanying drawings that accompany the planning application.

The site is located centrally within the Lancing Business Park and has ample vehicular access for commercial and private vehicles via 4 existing vehicular access points which are to be retained. The roadway giving access through the business park to the public highway has adequately served all businesses on the park for many decades.

The existing public footpaths provide a good level of accessibility to and from the application site for pedestrians.

These proposals will serve to strengthen the existing Paula rosa manhattan business and help to secure the employment that this company provides to the locality.

Site Location

The site is located centrally within the Lancing Business Park at Units 48, 50 and 52, Blenheim Road, Lancing Business Park, Lancing, West Sussex, BN15 8UQ.

A copy of the site location plan is located in Appendix A.

ADUR & WORTHING
PLANNING SERVICES

PLAN	AWDM/0624/14
~~DATE VALID~~	Rec: 15/8/14

Site Description – Refer to Architect drawing No 1403 / 201

The site is made up of 2 separate occupiers :-

Unit 48 – Paula rosa manhattan

This site of approximately 20,835m2 is occupied by Paula rosa manhattan who manufacture an extensive range of Kitchen and Bathroom Furniture and who are an important employer in the area.

In general the buildings located on-site comprise the following :-

Manufacturing Area	6.179m2
Office/Reception/Showroom	1.722m2
Stores/Distribution	2,585m2

Units 50 and 52 – The Relocation Centre

This site of approximately 9,852m2 is occupied by The Relocation Centre and the Pink Crate Company who provide removal, furniture storage, archive storage, second user furniture, moving crate hire and new furniture sales for commercial users such as offices and other administration based companies

In general the buildings located on-site comprise the following :-

Manufacturing Area	6.179m2
Storage/Archive	3,478m2
Office	735m2

Existing Staffing Levels - Unit 48 – Paula rosa manhattan

Area	Day Shift	Night Shift	Total
Office	81	0	81
Manufacture / Stores	75	27	102
Warehouse / Distribution	10	10	20
Drivers	21	0	21
Management	14	2	16
Visitors	6	0	6
Customers	0	0	0
Display / Reception	10	0	10
3rd Party Tenant	2	0	2
Totals	225	39	264

Units 50 and 52 – The Relocation Centre

Area	Day Shift	Night Shift	Total
Office	28	0	28
Manufacture / Stores	9	0	9
Warehouse / Distribution	10	0	10
Drivers	8	0	8
Management	4	0	4
Visitors	10	0	10
Customers	10	0	10
Totals	67	0	67
Overall Totals	**304**	**39**	**343**

Existing Parking

Unit 48 – Paula rosa manhattan

Cars	105
Vans	5
Lorries	12
Motorcycles	6
Bicycles	40

Units 50 and 52 – The Relocation Centre

Cars	51
Vans	1
Lorries	16
Motorcycles	0
Bicycles	0

Overall Totals

Cars	156
Vans	6
Lorries	28
Motorcycles	6
Bicycles	40

Existing Vehicular Circulation Through Site – Refer to Architect drawing No 1403 / 201

Unit 48 – Paula rosa manhattan

As can be seen on drawing No 1403 / 201 all cars enter and exit the site from the southern gated access and park to the southern and eastern frontages of the main manufacturing building. Circulation is generally circular with dead-end spurs to both faces.

Lorries and Vans enter and exit the site from the eastern gated access. Deliveries of materials and distribution of kitchen product are made to and from the northern face of the main manufacturing building and traffic flow is in 2 directions through a restricted roadway to the north of the site.

Some material deliveries and the parking of Lorries and Vans are made to the eastern frontage.

Units 50 and 52 – The Relocation Centre

As can be seen on drawing No 1403 / 201 all vehicles enter and exit the site from the southern gated access along with some commercial vehicles using the southern loading bay of unit 50.

Cars park within the southern frontage of the main store building, unit 52. Lorries and vans park to the north of the site.

Circulation is generally 2 way along the western edge of the site giving access to all parking areas and loading bays.

Site Description (as proposed) – Refer to Architect drawing No 1403 / 202

The whole site will be occupied by Paula rosa manhattan who are expanding their operations at Lancing and bringing their satellite operation from ----- to Lancing to improve efficiency.

The existing finished product storage area and distribution bays within the main manufacturing building at unit 48 will be relocated into the newly constructed store and distribution building at Unit 50

The existing office areas within unit 48 will be relocated to unit 52 which will include alteration and refurbishment of the existing first floor office areas and additional office facilities at ground floor.

Worktop manufacture will be relocated from unit 48 to unit 52

In general the buildings located on-site will then comprise the following :-

Manufacturing Area	8,954m2
Office/Reception/Showroom	1.022m2
Stores/Distribution	4,798m2
Office/administration	1,263m2

New Staffing Levels -

Area	Day Shift	Night Shift	Total
Office	107	0	107
Manufacture / Stores	63	42	105
Warehouse / Distribution	12	12	24
Drivers	24	0	24
Management	14	2	16
Visitors	6	0	6
Customers	10	0	10
Restaurant	8	0	8
Display / Reception	10	0	10
3rd Party Tenant	7	2	9
Totals	**261**	**58**	**319**

Comparison between existing and proposed staffing levels :-

Existing Totals	292	39	331
Proposed Totals	261	58	319
Difference	**- 31**	**19**	**- 12**

New Proposed Parking

Cars	163	(156)
Vans	6	(6)
Lorries	36	(28)
Motorcycles	12	(6)
Bicycles	90	(40)

Comparison between existing and proposed parking provision :-

Cars	plus 7
Vans	equal
Lorries	plus 8
Motorcycles	plus 6
Bicycles	plus 50

New Proposed Vehicular Circulation Through Site – Refer to Architect drawing No 1403 / 201

Unit 48 – Paula rosa manhattan

As can be seen on drawing No 1403 / 202 all cars will continue to enter and exit the combined site from the 2 southern gated access points as described above apart from the entrance at unit 52 being used as an exit point only.

Cars will park to the southern and eastern frontages of the main manufacturing building to unit 48 and the southern frontage of unit 52, similar to the existing arrangement but improved by removing the Van and Lorry parking at unit 48 and replacing with an improved car parking arrangement. Circulation is generally improved with an element of one way travel and improved circular routing with reduced dead-end spurs.

Lorries and Vans enter the site from the southern gated access to unit 52 and exit through the gated exit at the north of unit 48.Some deliveries of materials will continue to use this access point but this will provide for a much reduced cross-flow of commercial vehicles.

Circulation for commercial vehicles will now be largely one way, entering the site at the south frontage of unit 52 and exiting the site at the north east corner of unit 48. this will provide for a more efficient and much safer route through the site.

Additionally, new secure access gates are to be installed at 2 additional locations within the site to separate the private vehicle areas from the commercial vehicle areas to improve site security.

Conclusions

The combination of manhattan and paula rosa kitchens onto this one site has the following benefits in terms of vehicular parking and circulation :-

There will be 7 additional car parking spaces whilst there are no additional 12 staff. This clearly improves the provision of car parking.

There will be 8 additional commercial vehicle parking spaces – again an improvement on the current provision.

There will be 6 additional spaces for motorcycles and 50 additional spaces for bicycles.

Access onto, through and on leaving the site is much improved with a largely one way route for both cars and commercial vehicles which represents a significant improvement on the existing arrangements.