

Supporting Planning Statement

Proposed Goods In / Goods Out Entrance, External Alterations and Associated Parking
& Servicing Arrangements
Eschmann House, 15 Peter Road, Lancing Business Park, Lancing, BN158TJ

1. Introduction

This statement has been prepared in support of a planning application seeking permission for alterations to the frontage of the main building to facilitate the installation of a new goods in / goods out entrance, together with associated changes to servicing arrangements and private parking layout.

The application is sought to enable the company to relocate its existing standalone manufacturing and warehouse operations into Eschmann House, thereby creating a consolidated manufacturing and warehouse facility with all supporting office accommodation, research and development, and technical support departments housed within the same building.

The proposed alterations are required to support the safe and efficient movement of palletised goods associated with the manufacturing and warehousing functions and to improve operational efficiency by bringing all aspects of the business onto a single site.

Relevant drawings, renderings, measurements, and delivery data are submitted alongside this application and should be read in conjunction with this statement.

2. Description of the Proposed Development

The application seeks permission for the following works:

- Alteration to the front elevation of the main building to accommodate a new goods in / goods out entrance
- Installation of a large roller shutter door to allow palletised goods to be safely loaded and unloaded directly from vehicles
- Installation of a new side entrance/exit door, primarily for emergency use, as existing staff/visitor entrance will remain unaffected at the western end of Eschmann House.
- Reconfiguration of the private car parking and hardstanding area immediately in front of the building to create a designated loading/unloading bay
- Change of use classification from B2 (general industrial) to a mixed-use class of E, B2 and B8.

The proposed works will replace the existing reception-style frontage with a more functional warehouse elevation appropriate to the building's industrial use.

3. Changes to the Building Frontage

The proposed alteration will change the appearance of the front elevation from its existing configuration to one that better reflects its operational use.

- The existing frontage as shown in **Appendix 1** will be modified
- The proposed frontage as shown in **Appendix 2** will include:
 - One roller shutter door for goods in/out operations
 - One additional personnel door located to the side of the building, primarily for emergency access/egress

The scale, materials, and design of the proposed frontage are consistent with surrounding units within the business park and are typical of industrial and warehouse buildings.

4. Servicing and Vehicle Movements

4.1 Road Ownership and Existing Use

The access road serving the application site is a private road, which is owned and maintained collectively by the applicant and neighbouring businesses within the business park.

The road is already used daily for:

- Delivery and servicing vehicles
- Loading and unloading associated with industrial and warehouse uses
- Manoeuvring of HGVs and articulated vehicles serving surrounding units

As such, the proposed servicing arrangements do not introduce a new or unfamiliar use of the access road but are consistent with its established function and character.

4.2 Proposed Loading / Unloading Area

The proposed loading and unloading area will be located directly in front of the new goods in / goods out entrance and will measure approximately:

- Length: 20 metres
- Depth: 8 metres

This exceeds standard guidance for articulated vehicle unloading bays, which typically recommend:

- Width: 3.5–4.0 metres
- Length: 18.5 metres plus buffer space

The proposed dimensions are therefore more than adequate for the vehicles expected to service the site.

4.3 Typical Delivery Vehicles and Manoeuvres

The majority of deliveries to the site are made by:

- Luton-sized vehicles
- Transit-sized vans

These vehicles are able to enter the site, unload directly into the warehouse, and exit in a forward gear.

For the occasional delivery involving a larger HGV, the vehicle would:

1. Enter the designated loading area
2. Undertake unloading directly into the building
3. Reverse out of the loading area under controlled conditions
4. Continue along the private estate road to exit the site

This type of manoeuvre is already commonplace on the private road and reflects existing operational practice within the business park.

4.4 Existing Vehicle Activity and Safety

It is noted that HGVs currently use this section of the private road to:

- Turn and reposition articulated vehicles
- Carry out loading and unloading for neighbouring premises

The proposed development formalises these activities within a clearly defined loading area, improving safety and reducing ad hoc vehicle movements.

Given the private nature of the road and its established use for servicing and industrial activity, the proposed vehicle movements are considered acceptable and will not result in conflict with other users.

4.5 Summary of Vehicle Impact

In summary:

- The road is privately owned and already accommodates similar vehicle activity
- The proposal does not materially increase vehicle movements beyond existing levels
- The introduction of a dedicated loading/unloading area improves operational safety
- The servicing arrangements are appropriate to the site's location and use
- The proposed vehicle movements are therefore considered suitable and acceptable in operational and highway terms.

4.6 No Impact on the Public Highway

All vehicle movements associated with the proposed goods in/out entrance and loading/unloading activities will take place entirely on private land within the ownership of the applicant and neighbouring businesses.

- No deliveries, manoeuvres, or servicing activity will occur on the public highway
- All access, turning, and parking for delivery vehicles will be contained within the private estate road and the proposed loading/unloading area
- There will be no obstruction or additional burden to the local public highway network

5. Parking and Access Arrangements

The introduction of the new loading/unloading area will result in changes to the layout of the private parking area immediately in front of the building.

- The revised layout is shown on **Appendix 3**
- The designated loading area will be clearly defined and separated from parking spaces
- Vehicle movements will be more orderly, reducing conflicts between delivery vehicles and staff/visitor parking

The revised arrangement is considered to improve overall site safety and functionality.

6. Delivery Frequency and Supporting Data

Data covering deliveries over a working 8-day period has been submitted with the application, **Appendix 4** refers. This demonstrates:

- The predominance of small to medium-sized delivery vehicles
- The limited frequency of larger HGV deliveries
- That delivery activity is consistent with the proposed mixed industrial and storage use of the site

This data confirms that the proposed loading area is appropriately sized and that vehicle movements are manageable within the site.

7. Conclusion

The proposed alterations to the building frontage and associated changes to servicing and parking arrangements are necessary to support the efficient and safe operation of the premises.

The development:

- Improves goods handling and operational safety
- Provides an appropriately sized loading/unloading area
- Does not result in unacceptable vehicle movements
- Is consistent with the established industrial character of Lancing Business Park

The proposal is therefore considered acceptable in planning, highways, and operational terms and is respectfully submitted for approval.

Appendix 1, 2, 3 and 4 are submitted below.

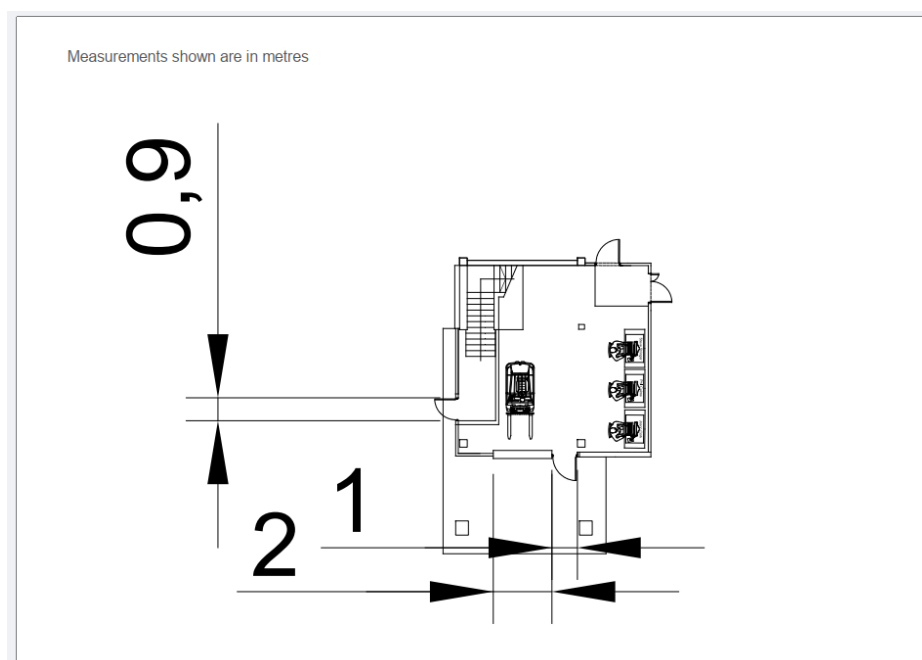
APPENDIX 1

Existing front and side aspects of Eschmann House Reception Area



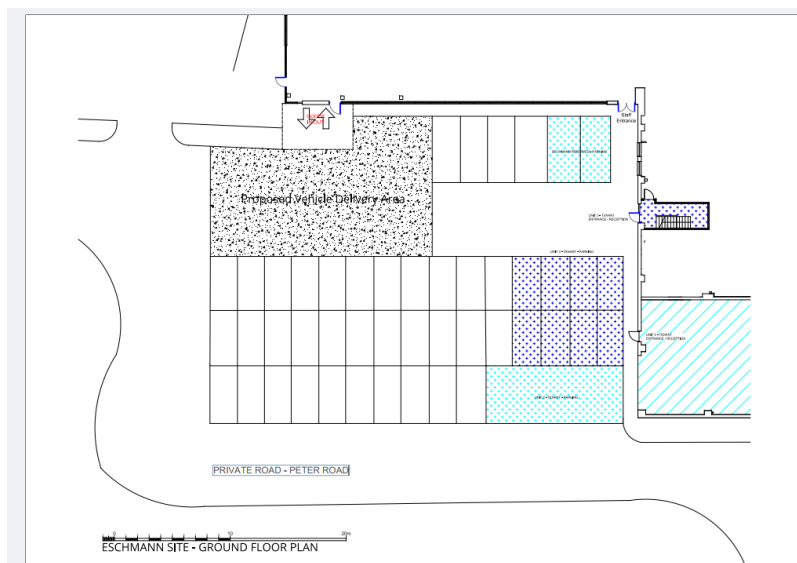
APPENDIX 2

Proposed Dimensions & Rendered Image of new front entrance warehouse door and side door entrance



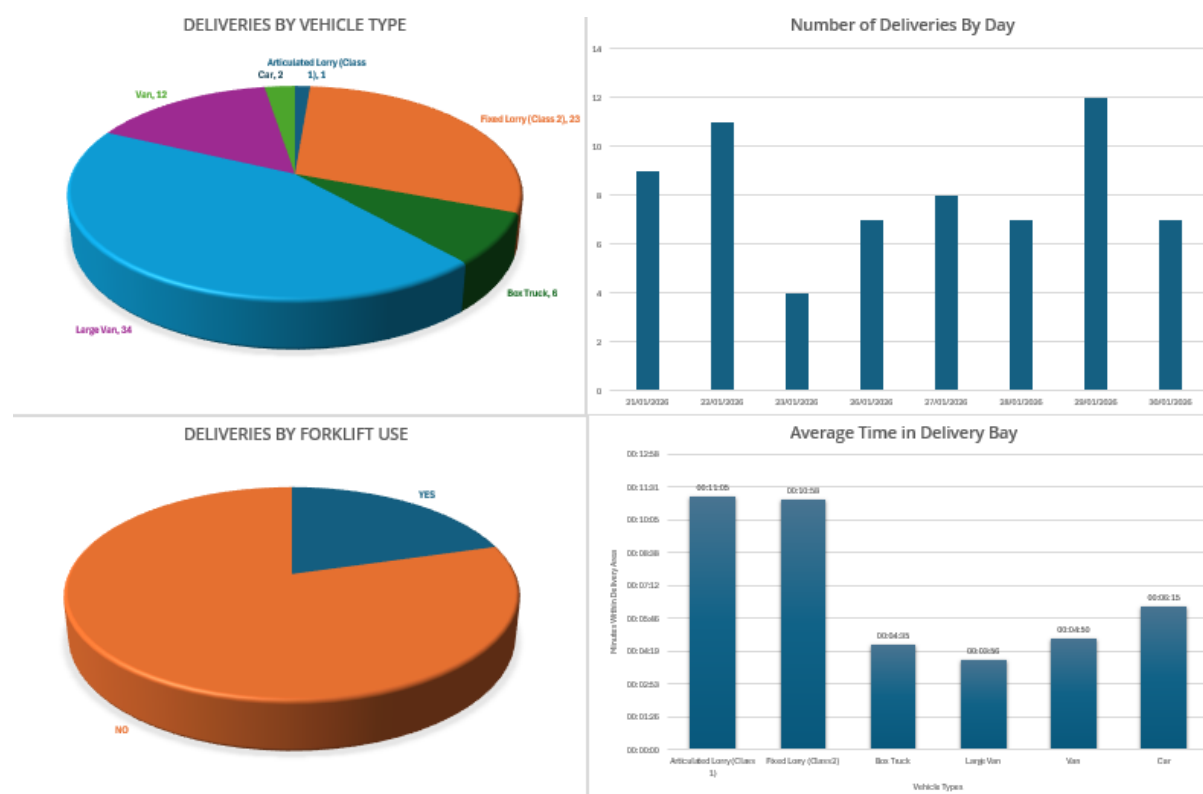
APPENDIX 3

Proposed new car park layout to incorporate vehicle delivery area



APPENDIX 4

8-week day data on current vehicle deliveries to Eschmann current Goods In/Out location



Vehicle Type	Delivery Amount	Average Time in Delivery Bay
Articulated Lorry (Class 1)	1	00:11:05
Fixed Lorry (Class 2)	23	00:10:58
Box Truck	6	00:04:35
Luton	0	00:00:00
Large Van	34	00:03:56
Van	12	00:04:50
Car	2	00:06:15

	YES	NO	Required
Forklift Use	16	62	25.81%

Deliveries By Day Observed	QTY
21/01/2026	9
22/01/2026	11
23/01/2026	4
26/01/2026	7
27/01/2026	8
28/01/2026	7
29/01/2026	12
30/01/2026	7