Application Number: ADC/0191/08 Recommendation – APPROVE

Site: **Land to east of Manhattan Furniture, Blenheim Road, Lancing**

Proposal: **13 employment units (Classes B1/B2/B8) in 4 blocks (total 1,783sqm) and studio and staff canteen (324sqm) with associated access roads, parking and landscaping**

The Application

The site lies within the Lancing Business Park and is served by Chartwell Road and Marlborough Road which form a one-way loop around the east side of the Business Park. The site is presently an open grassed space on a curve in the road in front of 'Manhattan Furniture', a large industrial building. There is currently a single-storey canteen building on it which is to be demolished as part of this proposal.

The proposal involves the construction of 13 new employment units, ranging from 63sqm to 225sqm in size, to be used for B1 business, B2 general industrial and B8 storage and distribution purposes. In all, some 1,783.5sqm of business floorspace is to be provided. The development will be served by the two existing accesses onto Chartwell Road at either end of the site which will form an 'in and out' access arrangement. The new units will be located in four blocks around a new access road which will loop off the existing access road. 56 parking spaces will be provided in front of the units.

A mini roundabout will be provided within the site close to its southern entrance which will distribute traffic between the development and the existing Manhattan car park in the south west corner of the site. A replacement canteen and studio is to be constructed adjacent to the south entrance on the site frontage.

Consultations and Representations

West Sussex County Council: Support the proposal in strategic planning terms as the site is on previously developed land within the built up area and established Lancing Business Park; therefore the principle of employment use has been established.
In highway terms, they consider the site is in a sustainable location, being well related to public transport facilities and local services. A Stage 1 Road Safety Audit is required for the improvements to the existing site accesses onto Chartwell Road and the proposed internal roads. The traffic generated by the development would have a minimal impact on the A259, Brighton Road/Western Road junction. The development meets the adopted maximum car parking and cycle parking standards. A section 106 Obligation undertaking

to pay a contribution of £46,000 towards local sustainable transport infrastructure in Lancing will be required.

Adur District Council: The Environmental Health officer has no objection subject to imposition of planning conditions relating to contaminated land, acoustic mitigation of the air extraction plant for the factory, hours of operation, details of air conditioning and lighting.

Environment Agency: No objection subject to imposition of planning condition relating to contaminated land.

Southern Water: No objection subject to a condition requiring details of surface water disposal

Lancing Parish Council: No comments received.

+1 Spkg (12 Cedar Close)

Third Parties: 3 letters of objection have been received from the residents of 21 Birch Close, 26 Cedar Close and an undisclosed address on grounds that the proposals will increase noise disturbance and are unnecessary as there are several empty units on the estate.

Relevant Planning Policies and Guidance

Adopted West Sussex Structure Plan 2001-2016 (WSCC 2005) (saved policies): LOC1, NE1, NE5-6, ERA1, DEV1, DEV4-5
Adopted Adur District Local Plan 1993 – 2006 (ADC 1996) (saved policies): AG1, AE2, AE4
Revised West Sussex Parking Standards and Transport Contributions Methodology (WSCC 2003 and ADC 2004)
PPS1 'Delivering Sustainable Development' (ODPM 2005)
PPG4 'Industrial and Commercial Development and Small Firms' (DOE 1992)
PPG13 'Transport' (DTLR 2001)

Planning Assessment

Policies

The proposal is acceptable in principle because the site is located within the Lancing Business Park which is specifically identified for business, industrial and storage use in the Local Plan (AE2 & AE4). AE2 states that development for purposes within Use Classes B1 and B2 will be granted subject to restriction to B1 for those parts in close proximity to dwellings; to access and parking arrangements being acceptable; to the design being acceptable in the local environment and to landscaping. AE4 states that mixed use redevelopment for B1, B2 and B8 purposes will be supported.

Policy NE1 of the Structure Plan requires sufficient provision to be made for new employment floorspace in each District (110,000sqm in Adur for 2001-16). NE5 states that development for business, industry or warehousing should be permitted provided the accommodation is suited to the needs of

local businesses and those seeking to relocate from elsewhere and employment land should not be redeveloped for other purposes where it is important in maintaining the supply of premises and jobs in the area and minimising development of greenfield sites. NE6 states that development supporting the regeneration of the Sussex Coast should be permitted provided infrastructure improvements are achieved, the environmental impact is acceptable and flood risk areas are avoided.

The proposal therefore accords with the adopted policies and also with the draft South East Plan which gives priority to encouraging employment development within the Sussex Coast Priority Area for Economic Regeneration.

Residential amenity

There are dwellings to the east of the site, on the opposite side of Elm Grove in Cedar Close and Birch Close, the nearest of which is 33m from the site boundary. The development has been designed to be 'inward-looking' with the backs and ends of the units facing Chartwell Road. All parking (with the exception of lorry parking behind units 1 and 2) and loading would take place within the central courtyard formed by the new buildings. While B2 use is included within the application, the noise from the units should be reduced to as a consequence of the orientation of the units.

The Council's Environmental Health Officer has no objection to the proposal provided there is control over the hours of operation and air conditioning. He also refers to a need for acoustic mitigation of the air extraction plant at the existing factory.

Visual amenity

The site is currently open (although enclosed by a chain link fence) and provides a pleasant space within the otherwise built-up industrial estate. The application will inevitably change the character of this area by bringing buildings closer to the road edge. However, the proposal makes more effective use of urban land and will provide additional industrial units within an established industrial estate.

The buildings will have a functional appearance typical of modern business and industrial units in the area. Large roller shutter doors will be positioned on the inward-facing elevations with the rear elevations plainer in appearance but with interest added by the brick contrast in between metal cladding. The roofs will be shallow pitched and metal clad, rising to a height of 6.5m.

The loss of open space will be mitigated to some extent by the provision of planted landscaping around the perimeter of the site which will help to soften the appearance of the buildings. Full details of the type of species to be planted can be reserved by condition. The buildings will also be separated from the road by the existing 10m wide grass verge (outside the site boundary).

Access and parking

The site is considered to be within a sustainable location, being relatively close to public transport facilities and local services. A sufficient number of parking spaces (56, including 13 disabled spaces) are to be provided, which accords with the County's Parking Standards. 20 covered cycle parking spaces are also to be provided. WSCC has indicated that a transport contribution of £46,000 would be required as a result of this development. They have also requested that a road safety audit be carried out for the proposed internal road network and junction improvements onto Chartwell Road. The results of such an audit are awaited and will be reported at the meeting.

Traffic generation is predicted to be relatively low in comparison with existing traffic, with 23 vehicular trips generated during peak periods. WSCC as the Highway Authority is satisfied that the development will not noticeably add to the congestion currently experienced at the A259 Brighton Road/Western Road junction. A staff Travel Plan will be required as part of any permission, to further reduce reliance on the private car to access the development.

Recommendation

Subject to completion of a Section 106 Obligation requiring payment of £46,000 towards sustainable transport improvements in the area and the completion of a Road Safety Audit to the satisfaction of the Highway Authority, APPROVE for the reason:-

The proposed development is within the built-up area and would help meet the need for additional employment provision and economic and environmental regeneration without detracting from the local environment. It can take place without resulting in unacceptable detriment to the amenities of neighbouring properties and without detraction from highway safety. It would consequently not conflict with the relevant policies of the Adur District Local Plan (AG1, AE2, AE4) and the West Sussex Structure Plan 2001-16 (LOC1, NE1, NE5-6, CH1, ERA1, DEV1, DEV4-5)

1. C1Ci (Standard time limit)
2. C7Ci (Details of walls, fences to be approved and implemented)
3. C8Bi (Car and cycle parking spaces and access facilities related to be constructed and retained)
4. The buildings hereby permitted shall not be occupied until a Staff Travel Plan has been submitted to and approved in writing by the LPA. The Travel Plan shall thereafter be implemented in accordance with the approved details
5. C9Eii (Technical details of accesses to be approved and sight lines, etc. provided and retained)
6. C9N (Temporary provision for contractors materials etc. on the site)
7. C9S (Temporary wheel cleaning facility during construction work)
8. C10Bi (Restriction of hours of working to 8am-6pm Mon-Fri and 8am-1pm

Sats)

9. C10Di (No outside storage or display)
10. C10Dii (No outside working)
11. C11Ai (Landscaping scheme to be approved and implemented and replacement of trees/shrubs that die)
12. C12Aii (External materials to be submitted and approved)
13. C14Gi (No external lighting unless details submitted to and approved in writing by the LPA)
14. C18E (No additional windows in east or north walls)
15. C18K (Provision for waste storage)
16. C18N (Surface water drainage details)
17. C18Rii (Ground contamination investigation and remediation) (amended)
18. C18S (Clean uncontaminated fill only) (amended)
19. C17B (Details of extraction/externally-sited plant)
20. No development shall take place until details of a scheme to mitigate noise from the existing air extraction plant at the Manhattan building have been submitted to and approved in writing by the local planning authority and the approved details shall be implemented before the new buildings hereby approved are first occupied.

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