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PLAINVIEW PLANNING

Planning, Design and Access Statement

Proposed Builders Merchant, St Peters Place, Lancing, BN15 8SB

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1. Introduction

1.1 This statement supports the application for a builders merchant yard on the former Coastline Caravan site, St Peters Place, Lancing.

2. Site Location

2.1 The site was a former caravan sales and repairs centre and is located off Western Road. The area is mixed with residential properties located to the west (St Pauls Avenue and St Marks Crescent); the east of the area is dominated by a large industrial park also accessed off Western Road. The site is bound to the north by the Portsmouth to Brighton railway line. The south of the site is dominated by a Brooklands Pleasure Gardens that extends to the main coastal road (Brighton Road).

2.2 The site is currently vacant but previous uses include caravan sales and repairs, car valeting and a builder's yard.

3. Planning History

3.1 There have been 5 previous applications on the site:

- S/18/95/TP/15928 for the continued use for car valeting and storage (renewal of S/47/93)
- S/34/96/TP/16461 For the Change of Use of former builders yard to caravan sales
- S/49/96/TP/16554 for the Change of Use to caravan sales (amendment of S/34/96 – revised layout)
- S/35/97/TP/17033 for the continued use for caravan sales with incidental repairs and valeting (renewal of S/49/96)
- ADC/0054/08 for the removal of existing garages/concrete and erection of three-storey block of 15 flats – **the application was withdrawn**. Other applications for residential development were submitted in 1990 and 1991.

3.2 In summary, the site has been used as:

- **A builders yard** - including the storage of building materials and related loading and unloading. Use Class B8.
- **Car valet and storage** - including members of the public arriving for car valet services. Sui generis.
- **Caravan Sales** - including members of the public arriving to view caravans. Use Class A1.
- **Caravan repair and valet** - including member of the public dropping off caravans for repair. Use Class B2.

3.3 All uses will have generated noise from loading/unloading and car/caravan repair works. Also, members of the public will have arrived and departed the site on a regular basis, some towing large caravans. The yard has been used to store building materials in the past as well.

4. Description of Proposal

4.1 The application seeks to change the use of the former caravan sales site to a builder's merchant. There will be no physical additions to the site, the existing outbuildings will be utilised and the main area will be used to store building materials.

4.2 Access to the site will not be altered (off Western Road) and there will not be a significant increase of traffic entering and exiting the site.

4.3 We consider that the proposal will cause no greater impact than that caused by the historic uses on site.

4.4 The applicant is anticipating the following vehicle traffic:

- 2 deliveries a week (small vans up to 13.5t vans/trucks)
- 15 trade vehicles a week (small vans up to 13.5t vans/trucks)

4.5 It should be noted that the applicant, Total Building Supplies, has traded for three years without the need for a yard. Much of their business involves the logistics of buying goods from one supplier and delivering direct to site. The applicant considers that even with this new premises, 80% of his business will not involve the yard at St Peters Place. This is why trip generation is so low.

4.6 We consider a builders merchant to be similar to that of a trade counter. Essentially, the predominant use is storage (B8), with an ancillary sales element (A1). We consider this sits comfortably with the previous uses on the site including storage of building materials and sales of caravans and parts.

5. Planning Policy

5.1 The Adur District Local Plan was adopted in 1996. The Business, Industry and Warehousing policy section supports retention of employment land and efficient use of sites.

5.2 Policy AE16 notes that existing business premises within the built up area will be allowed to make alterations and improvements to improve efficiency. The introduction of new uses that may adversely affect residential amenity should be avoided. However, in this case we note that the type of the proposed use is entirely consistent with the planning history of the site.

5.3 The proposed site is located in an area that could be described as mixed in use with a large industrial park located to the east and residential properties located to the west and south. The nearest residential properties are located approximately 35 m to the south of the site. Due to the location of the existing industrial area and the large amount of HGV vehicles passing the site on a daily basis, it is contended that noise and disturbance will not be exacerbated by the proposed use and will not cause any additional disturbance to the residential properties. Additionally, no physical works to the site are proposed so neighbourhood amenity will not be affected.

6. Assessment of proposal

6.1 It is considered that the key issue in the assessment of the change of use application proposal are:

- The principle of the development;
- Residential amenity; and
- Vehicular access and traffic implications

The principle of the development on the site

6.2 The application site is bound to the east by a large busy industrial area. The site was originally used as a builder's yard and was only altered in 1996 when planning permission was granted to change the use of the site to a caravan sales and repairs unit. It is therefore contended that the site has already been considered acceptable by the Council as a builders yard, thus a precedent has been set for open air storage of building materials.

6.3 Consequently, the proposed change of use is in accordance with Policy AE4

Residential amenity

6.4 The proposed development would have no adverse impact on the residential amenity of the surrounding properties. It is anticipated that the trip rate will similar to that of a caravan sales as members of the public are unlikely to visit the site. It is however accepted that commercial vehicles will have to access the site at times to deliver and load materials, however it is suggested that these vehicles will be no bigger than a car towing a caravan. HGV traffic is not expected.

6.5 The proposed development does not seek to alter the access to the site.

6.6 The built form of the site will not be altered from that of the existing site, therefore the neighbouring properties will not be affected by any additional construction. Thus, the application is fully compliant.

Vehicular Access

6.7 The vehicular access will not be altered. This is an established access from the highway and is maintained for heavy goods vehicles that enter and exit the industrial park.

7. Design

7.1 The proposed change of use does not involve any construction, the existing buildings will be utilised and the yard will be used for the storage of building materials. The current design consists of a single storey sales office to the western boundary – this will be utilised as a sales area for the builder's merchant.

8. Access

8.1 Access is gained to the site via Western Road, this access also serves the adjacent industrial park. Additionally there is a railway line located directly to the north of the site. The nearest stations are Lancing to the east and East Worthing to the west.

9. Conclusion

9.1 The proposed scheme is currently a vacant site, previously it was used for caravan sales and repairs and before that it was a builder's yard.

9.2 The retail element of the operation is very much subsidiary to the principle distribution of bulk building materials and will have no impact on any neighbouring town centres.

9.3 Vehicular access to the site will not significantly increase from that of the caravan sales business and the access off Western Road already accommodates a large number of HGV vehicles servicing the adjacent industrial park. Staff access to and from the site during the day will be very infrequent.

9.4 There are no newly constructed buildings on the site and the applicant will seek to utilise the existing buildings. Thus, there will be no adverse amenity issues for the neighbouring properties.