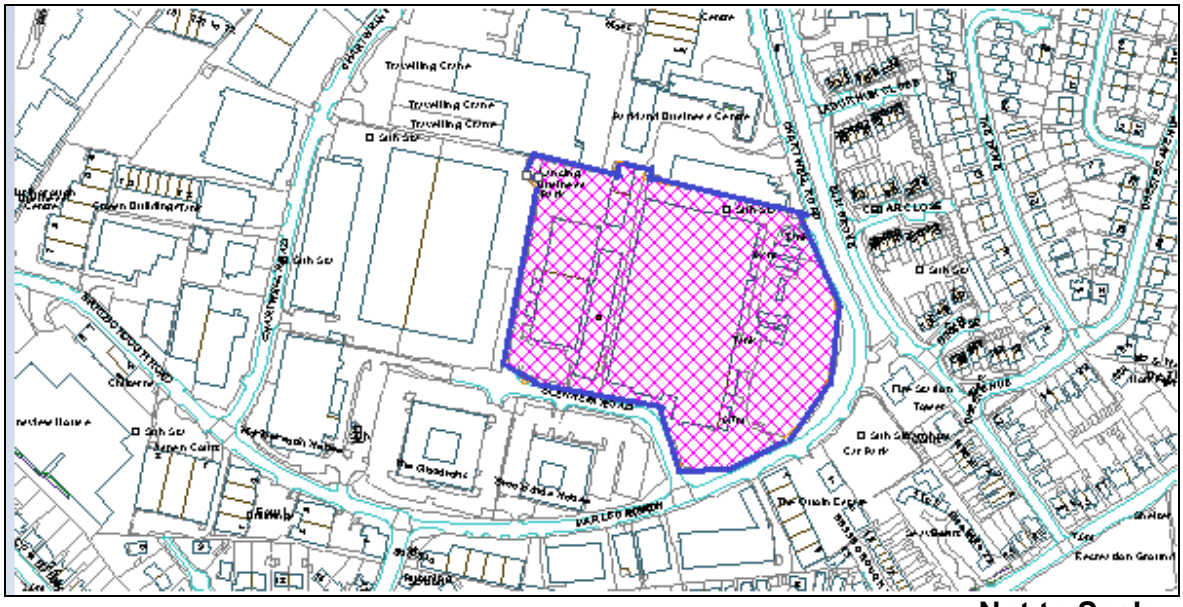
Application Number: AWDM/0624/14 **Recommendation – APPROVE**

Site: **50 Blenheim Road, Lancing Business Park, Lancing**

Proposal: **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.**

Applicant: Mr Ian Flitcroft Ward: Churchill
Case Officer: Gary Peck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The application site currently comprises 2 separate ownerships, with Paula Rosa Manhattan being based in unit 48 and the Relocation Centre site in unit 52. Unit 50 has recently been rebuilt to accommodate Paula Rosa Manhattan who need further additional space to enlarge their premises and improve efficiency. It is understood that new lease agreement has been entered into to provide the additional space and it is also stated that the proposal will allow the company to remain at the Business Park rather than having to seek alternative accommodation elsewhere.

A new vehicular access arrangement will operate as Paula Rosa vehicles will now be able to enter from unit 52 to the west and exit via their existing unit 48 building which will allow a one way flow of traffic.

The application site is located on the northern side of Blenheim Road which sits towards the south east part of the Business Park. The site is therefore surrounded by a range of industrial uses.

Relevant Planning History

Demolition of existing store building (B8 use) and replacement with new building for storage and distribution use (B8) at the former no 50 Blenheim Road granted permission under reference AWDM/0095/14 in March.

Consultations

Environmental Health make no adverse comment but request the imposition of the contaminated land condition.

Lancing Parish Council comment that they raise no objection and that they were pleased to learn that this company was expanding its operations in Lancing.

West Sussex County Council as the Highways Authority originally commented that they required further information. Upon receipt of clarification from the applicant's agent, they further commented:

The proposal comprises access links and office expansion for Paula Rosa Kitchens to make a single cohesive manufacturing, storage, distribution and associated administrative complex.

To quote from the Transport Statement, 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 WC 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

With regard to expanded facilities, the majority of the changes are to provide links between existing buildings, as opposed to creating wholly new ones. The main new build will focus on the office suite which would amount to approximately 528sqm extra accommodation when compared with the existing provision.

On-site traffic layout and parking

The existing configuration of the site is shown on Christopher Day Associates drawing 1403 201. Currently, there are multiple access points providing access to the site. However, because of the existing configuration of the buildings (i.e. because they appear to operate as separate entities), internal circulation is different to that proposed. Likewise, off-street car parking is accessed in different locations and from different access points. For the revised proposals, the subject of the current application (shown on Christopher Day Associates drawing 1403 202), 'both' sites are unified and provide improved internal circulation for all vehicles (cars and deliveries alike) and improved car parking and loading/unloading facilities – albeit with a slightly lower overall staff number which suggests improved on-site operation with slightly less overall traffic impact.

Parking for both pedal cycles and motorcycles is increased – resulting in 90 spaces for the former and 12 spaces for the latter. Although not clear from the planning submission, storage areas for these should be secure and covered to encourage use by staff and visitors. A condition to secure this should be attached to any planning consent.

Access alterations

The only change proposed is to one of the access points fronting Blenheim Road found in front of the existing Archive Store (proposed to change to Warehouse and Distribution Centre). On the proposed plans, security gates are shown and part of the building is shown moved closer to the boundary of the site. As a loading bay is to remain here, it is essential that when vehicles enter, leave and are stationary within the site, that provision is made within the building to ensure that such vehicles do not obstruct the public highway at any time. It is also recommended that a banksman be employed to assist with movement of delivery vehicles at this location. A condition should be attached to any planning consent to secure these requirements.

Travel Plan

A Travel Plan should be provided to coincide with the new facilities coming into use to encourage travel by sustainable means of transport.

Personal injury accident records

One personal injury accident was recorded adjacent to the existing site access providing access onto Chartwell Road. This involved a motorcycle and pedal cycle resulting in serious injury to the rider of the latter. All accidents are of course regrettable but from examination of the details of the accident, they do not suggest the access was attributable to it – rather that careless behaviour of one of the involved was the contributory factor.

Conclusion

If the Planning Authority is minded to approve the proposal, the Highway Authority recommends that conditions be attached to any consent:

Representations

1 letter has been received stating that there is no objection to the application but expressing concern about current working hours at the site.

Relevant Planning Policies and Guidance

Adopted Adur District Local Plan 1993-2006 (ADC 1996) (saved policies): AG1, AE2, AE4

National Planning Policy Framework (CLG 2012)

Planning Practice Guidance (CLG 2014)

The Committee should consider the planning application in accordance with:
Section 70 of the Town and Country Planning Act 1990 (as amended) that provides the application may be granted either unconditionally or subject to relevant conditions, or refused. Regard shall be given to relevant development plan policies, any relevant local finance considerations, and other material considerations; and Section 38(6) Planning and Compulsory Purchase Act 2004 that requires the decision to be made in accordance with the development plan unless material considerations indicate otherwise.

Planning Assessment

Principle

The policy requirements of the Adur District Local Plan support business uses in the Lancing Business Park. Since the application relates to existing business and, aside from the proposed links between the buildings, relates to existing buildings on the site. There is, therefore, no objection in principle to the proposal.

***Visual amenity*, accessibility and parking**

The proposed links between the buildings are relatively set back and by their nature are subservient to the buildings they will serve. It is therefore considered that there will be little visual impact.

The main issue is therefore the potentially increased activity created by the consolidation of the business into 3 units now linked together. The main external effect of the proposal will primarily be through the revised access arrangements. Currently, there are multiple access points providing access to the site which from observation by your officers appears to result in a somewhat awkward circulatory system for vehicles caused by the position of the buildings. The revised arrangement appears to provide improved internal circulation for all vehicles (as confirmed by the consultation response from the County Council) as well as improved car parking and loading/unloading facilities. The assessment of staff numbers also appears to suggest that the use of the site by a single business produces slightly lower staff numbers than if the buildings were all occupied by different users. It can therefore be concluded that the proposal would not result in any additional impact upon the area than is currently the case.

Although a representation has been received, not in objection to the application, but raising concern about working hours at the site, there does not appear to be any existing restriction on working hours but in any case a matter distinct from this proposal,

The proposal offers the opportunity for an existing company to expand their operations within the Business Park and is considered to accord with local and government policies. It is therefore recommended that permission is granted.

Recommendation

APPROVE

Subject to Conditions:-

1. Standard 3 year time limit

2, The development shall not be occupied until parking for cars, vans and lorries has been provided in accordance with the approved plans. The space agreed shall thereafter be maintained in perpetuity solely for the parking of such vehicles clear of the public highway.

Reason: *To ensure that adequate parking is provided in accordance with parking standards and adopted parking policy.*

3. The development shall not be occupied until secure and covered motorcycle and pedal cycle parking has been provided in accordance with plans to be submitted and approved by the LPA. The space agreed shall thereafter be maintained in perpetuity solely for the parking of such vehicles clear of the public highway.

Reason: *To ensure that adequate parking is provided in accordance with parking standards and adopted parking policy and to promote sustainable travel to and from the site.*

4. Loading and unloading of vehicles for proposed warehouse and distribution centre (Blenheim Road end) – The development shall not be occupied until provision for delivery vehicles to load and unload clear of the public highway has been provided in accordance with plans and details to be submitted and approved by the Local Planning Authority after consultation with the Highway Authority. Any facilities and methods thereafter agreed shall be maintained in perpetuity solely for the purpose of the unloading and loading of vehicles associated with the development.

Reason: *To ensure that adequate space and methods for the loading and unloading of vehicles is made clear of the public highway to prevent obstruction to the adjacent highway in the interest of highway safety.*

5. The development, hereby approved, shall not be occupied until a Travel Plan has been provided in accordance with details to be submitted to and approved by the Local Planning Authority after consultation with the Highway Authority to encourage sustainable travel to and from the site.

Reason: *To promote sustainable and greener modes of travel to and from the site in accordance with approved policy.*

6. The development, hereby approved, shall not be occupied until provision has been made within the site in accordance with details to be submitted to and approved by the Local Planning Authority after consultation with the Highway Authority to prevent surface water draining onto the public highway.

Reason: *In the interests of road safety.*

7. Prior to development commencing, a Construction Management Plan shall be submitted to and be approved in writing by the Local Planning Authority after consultation with the Highway Authority. This shall require the applicant and contractors to minimise disturbance during demolition and construction and will include (but not be limited to) details of the following information for approval:

- the phased programme of construction works;
- the means of access and road routing for all construction traffic associated with the development;
- provision of wheel washing facilities and details of their operation and location;
- construction working times including delivery times;
- details of a means of suppressing dust arising from the development;
- details of all proposed external lighting to be used during construction;

- details of areas for the loading, unloading, parking and turning of vehicles associated with the construction of the development;
- details of areas to be used for the storage of plant and materials associated with the development;
- details of the temporary construction site enclosure to be used throughout the course of construction (including access gates).
- Contact details for the site contractor, site foreman and CDM co-ordinator (including out-of-hours contact details).
- Evidence of consultation with neighbours prior to works commencing.
- Details of any temporary traffic management that may be required to facilitate the development including Chapter 8 traffic signage.

Details of how measures will be put in place to address any environmental problems arising from any of the above shall be provided. A named person shall be appointed by the applicant to deal with complaints, shall be available on site and their availability made known to all relevant parties.

Reason: *To ensure safe and neighbourly construction in the interests of amenity and road safety.*

8. If during development, any visible contaminated or odorous material, (for example asbestos containing material, stained soil, petrol/diesel/solvent odour, underground tanks or associated pipework) not previously identified, is found to be present at the site, then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until it has been investigated by the developer. The Local Planning Authority must be informed immediately of the nature and degree of the contamination present and a method statement detailing how the unsuspected contamination shall be dealt with must be prepared and submitted to the Local Planning Authority for approval in writing before being implemented.

Reason: *The site is close to potentially contaminated land and an acquifer and precautionary measures are necessary to protect public health and safety, and the environment from any pollution resulting from the approved works in compliance with The National Planning Policy Framework*

9. No development shall be carried out unless and until a schedule of materials and finishes to be used for the external walls (including windows and doors) and roof of the proposed building has been submitted to and approved in writing by the Local Planning Authority and the development shall be completed in accordance with the approved schedule.

Reason: *In the interests of visual amenity and to comply with saved policy AG1 or AH2 of the Adur District Local Plan.*

10. The development hereby permitted shall be carried out in accordance with the approved plans:

Reason: *For the avoidance of doubt and in the interests of proper planning.*