# Development Management – Delegated Officer Report

**Application Number: AWDM/1579/16** **Recommendation: APPROVE**

**Site:** **1 - 3 Eastern Avenue, Shoreham-By-Sea**

**Proposal:** **Provision of modular office building, external and internal alterations including new mezzanine floor to existing warehouse plus and associated works in connection with self storage centre**

**Date of Site Visit: 22 December**

**Neighbours Checked:** Y

**Additional neighbour notification:** N

**Proposal, Site and Surroundings:**

This application seeks alteration including an internal mezzanine, external modular office building and trolley building to facilitate the change of use of the existing industrial building.

The application site has been vacant for some time following the departure of Palace Drinks from the site. It is located on the western side of Eastern Avenue at its junction with Gordon Road from which access to the service yard is gained. The yard extends to the south and slightly to the west in a dog leg. Although the Dolphin Road Industrial Estate is to the west and the railway line and level crossing to the south, the surroundings are otherwise predominantly residential.

**Planning History:**

None directly relevant, although a split advertisement consent decision has recently been issued for signage on the site (AWDM/1545/16)

**Consultations:**

**Network Rail**

From a level crossing point of view - We have looked through the plans & cannot see anything that would cause us major issues though we would like to raise the following points:

1. There may be issues with blocking back over the crossing if clients of the new self-storage business start to park on the road adjacent to the crossing and cause an obstruction to the free flow of traffic on Eastern Avenue. Are we able to raise this as a concern to ensure that the local authority provides sufficient parking enforcement in the area to prevent blocking back over the crossing.
2. The junction between Eastern Avenue and Dolphin Road is already extremely busy; if the planning application is agreed I'd like to see the recommended access to the property highlighted from the north and not the south over the level crossing.
3. Are the developers able to produce any figures as to the expected amount of vehicles they expect per day?

**Environmental Health**

Full contamination condition required if any groundworks carried out (applicant has subsequently conformed that there are no such groundworks)

**West Sussex Highways**

The proposal to make alterations to the existing warehouse; and install a modular office on the site to provide a new self-storage warehouse has been considered by WSCC as the Local Highway Authority. No objection is raised subject to any conditions attached.

The site was previously used as a warehouse for a drink company, and therefore only minor alterations are needed to make the site work as a self-storage facility. Car parking standards for B8 use is 12 spaces plus 1 space for each additional 100sqm over 240sqm. As the site will provide a total of 2,886sqm this equates to 38 car parking spaces.

The applicant has proposed 6 car parking spaces and 1 disabled space. This would seem to be lower than the expected demand for a general B8 use class however; as self-storage centres do not generate a high level of traffic the provision of 6 spaces is considered appropriate. To further ensure this is a realistic number WSCC has undertaken an interrogation of the TRICS national trip generation database. This database is used by councils all over the country and provides a database of trip analysis records for hundreds of sites.

The data sample chosen looked at samples of warehouse storage facilities within England, with varying sizes. The estimated trip rates during peak operating times were 5 trips in one hour. This is considered to be a reliable source of information and WSCC are satisfied with the car parking proposal.

There will also be a designated loading and un-loading area and gates will be installed to the front of the site to ensure the access is secure. The gate should be set back at least 5m from the edge of the carriageway to ensure a van can drive up to the access clear of the public highway. Cycle parking, although unlikely to be used given the use of the site, may be provided for staff if required.

**Representations:**

None received

**Relevant Planning Policies:**

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

National Planning Policy Framework (CLG 2012)

Planning Practice Guidance (CLG 2014)

**Planning Assessment**

As such, there is no requirement for change of use of this building, its approved use already being a warehouse which has stood vacant for about a year since the previous occupier left the site, and therefore the proposal is for works associated with the new use.

Preparatory works to facilitate the new occupation are already in progress with the verges being cut back (they has become overgrown) some small posts being erected at the edge of the verge and recladding of the building as shown on the plans.

The mezzanine will be internal and therefore will not affect surrounding properties and since there are no objections from the Highways Authority in terms of any increase in activity (indeed the use is considered to be lower in trip number than a B8 use) it is not considered that the provision of a mezzanine is unacceptable.

The modular building while of little visual merit will be set back well within the site (as well the trolley bay) and while visible from the railway line cannot be considered to materially affect the character of the area. A new loading door is proposed in the western elevation and as such will have some impact upon residential properties nearby as the use of that part of the site will presumably increase. However, given this area is already a large yard over which a large amount of external activity can take place without recourse to the planning authority, it is not considered an objection could be raised to the application on this basis.

No hours of use information was submitted with the application (the existing hours of use of the building being 0730 to 1800 Monday to Friday, 0730 to 1300 on Saturdays and no working on Sundays/Bank Holidays). Given that the application is for changes to the fabric of the building, it is considered that the previous hours of use remain in force.

The use does bring a vacant industrial building back into use and accordingly the application can be supported.

**Recommendation**

**APPROVE** subject to the following conditions:

01 Plans List
02 Full Permission
03 Vehicle Parking and Turning
04 Construction Management Plan
05 Cycle Parking Provision
06 Materials

**Is recommendation contrary to letter(s) of representation?** Y/N

Case Officer: Gary Peck Date: 22 December 2016

Authorised by: Date: 3rd January 2017.