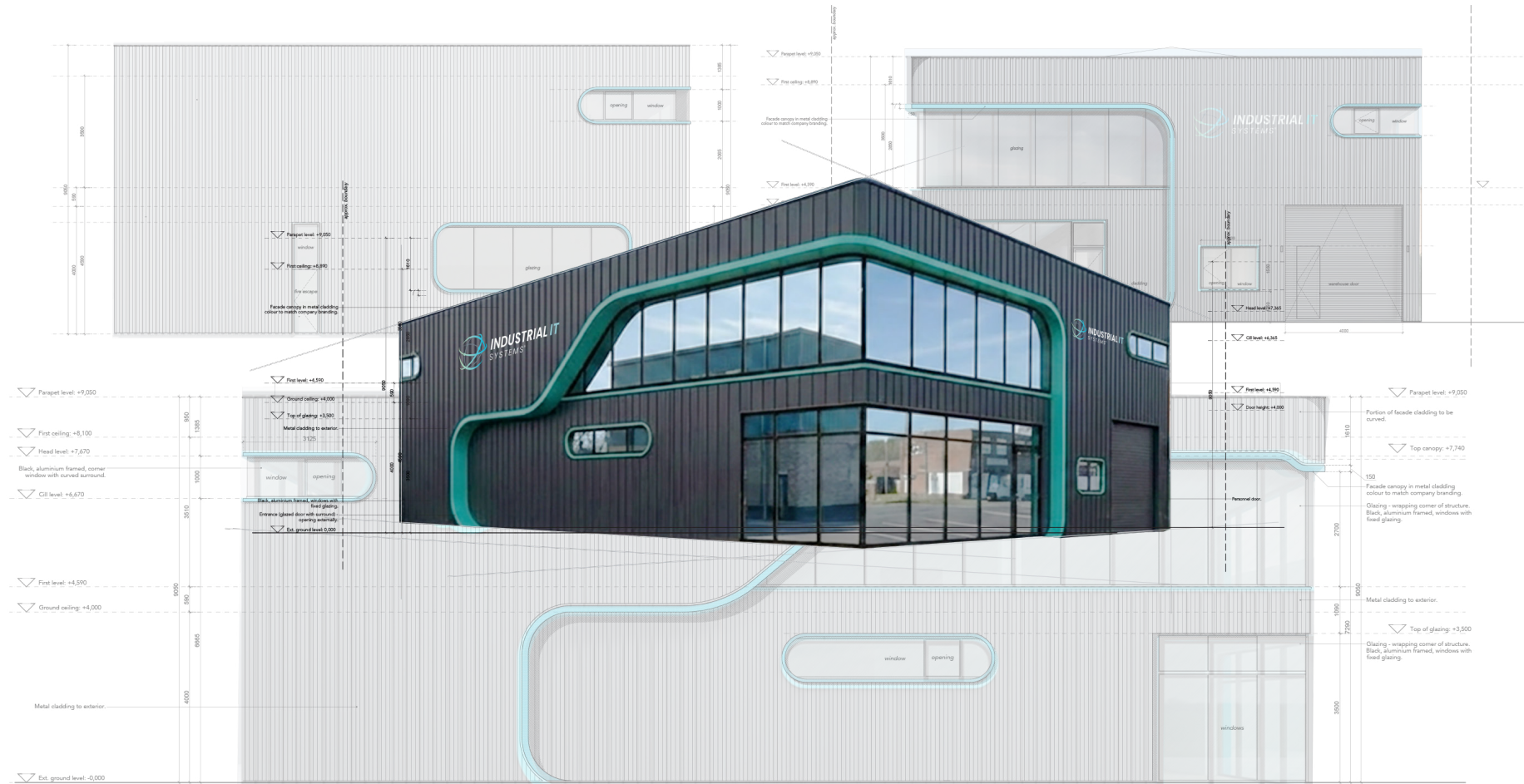


77 Marlborough Road

Planning Statement – Rev. B

77 Marlborough Road, Lancing, BN15 8UF



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Application documents

Application documents

- Planning Application Forms.
 - Planning Statement (James Patterson Architects).
 - Design and Access Statement (James Patterson Architects).
 - BREEAM Assessment (Enevo).
 - Biodiversity Net Gain - (Gladwell group)
 - Arboricultural Impact Assessment and Method Statement (PJC Consultancy).
 - Arboricultural Survey (PJC Consultancy).
 - Preliminary Ecological Appraisal (Gladwell group)
 - External Light Report and Plan (Lightable).
 - Transport Statement (GTE Civils and transport).
 - Contaminated Land Risk Assessment - Phase 1 Desk Study Report (STM Environmental)
-
- Site Location Plan and Block Plan.
 - Existing Site and Ground Floor Plan.
 - Existing Elevations.
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- Proposed Site Plan.
 - Proposed Ground floor plan.
 - Proposed First Floor Plan.
 - Proposed Roof Plan.
 - Proposed Elevations 1 of 2.
 - Proposed Elevations 2 of 2.

1. Introduction

Introduction and Summary

- 1.1. This Planning Statement is submitted in support of an application for full planning permission for the redevelopment of 77 Marlborough Road, Lancing. The site currently comprises a vacant mid-20th-century industrial building which is in poor and declining condition and no longer suitable for modern industrial or technological operations. It has recently been acquired expressly for the purpose of redevelopment, enabling the expansion of the operational business on a purpose-built site.

The proposed occupier is a West Sussex-based technology-led business operating within the industrial and infrastructure supply chain. The company specialises in industrial networking, device connectivity and engineering used in operational environments with an increasing growth in on-site production, engineering, assembly, configuration and operational activity.

The proposed development seeks to replace the obsolete structure with a modern, efficient industrial facility. The scheme provides flexible production and operational space, supported by appropriate ancillary storage and administrative accommodation, specifically design to enable the business to grow sustainably, retain local employment and invest further within the region. The development therefore falls within Class E(g)(iii), reflecting a production-and operations-led industrial use.

- 1.2. A central tenet of the proposal is to facilitate the long-term retention and growth of a high-tech local employer within the Lancing Business Improvement District. By replacing a functionally obsolete and environmentally constrained structure with a contemporary, dual-storey hybrid facility, the development ensures that this prominent brownfield site is returned to a high-productivity use that aligns with the professional character of the wider business park.
- 1.3. The scheme has been designed to balance the operational requirements of a modern industrial business with the sensitivities of the adjacent residential boundary to the south. Key design features include a further 3,380mm setback beyond the existing rear building line, representing a significant net reduction in built footprint near the residential interface and a targeted glazing strategy utilizing 1,765mm cill heights to ensure the total protection of neighbour privacy.
- 1.4. In line with the Adur Local Plan and the National Planning Policy Framework (NPPF), the development establishes a high benchmark for sustainability. This is evidenced by a commitment to BREEAM high-tier standards, a “Fabric First” architectural approach, and the integration of renewable energy technologies including Air Source Heat Pumps and a Solar PV array.
- 1.5. A Phase 1 Environmental Desk Study submitted with this application confirms that the redevelopment provides a vital opportunity to remediate “Low-Moderate” risk legacy contamination associated with the site’s former use as a railway carriage works. Furthermore, despite the confirmed absence of designated ecological receptors on-site, the proposal incorporates proactive Biodiversity Net Gain measures, including integrated bird and bat boxes, ensuring a net positive contribution to the local environment.
- 1.6. Precedent and Local Regeneration Context: The proposal at 77 Marlborough Road directly aligns with the regeneration trend established by recent planning approvals within the immediate vicinity. Most notably, the 2024 approval at 75 Marlborough Road (AWDM/1247/23) established a clear precedent for the replacement of dilapidated mid-century units with high-specification, multi-functional facilities, including production, warehousing, and office space for the Scout Association. Furthermore, the architectural treatment of our scheme, incorporating a contemporary vertical metal cladding system, mirrors the successful modernisation and over-cladding seen at Unit 1, 48 Marlborough Road (AWDM/0373/18). By following these established high-quality industrial precedents, the proposal ensures a cohesive and high-quality aesthetic for this primary industrial thoroughfare, meeting the Council’s appetite for improving the visual amenity of the Business Park.

2. Site History

Site History and Justification for Renewal

2.1. Historical Context and Evolution

The application site at 77 Marlborough Road is situated within a locale defined by over a century of industrial innovation. Lancing Business Park stands on the historic grounds of the Lancing Carriage and Wagon Works (1908–1964), which employed nearly 2,000 people and played a critical role in the national war effort. Following the closure of the railway works, the area transitioned into the Churchill Industrial Estate, undergoing a period of adaptive reuse. Today, as a designated Business Improvement District and the second-largest business area in West Sussex, the park is characterised by a high-density mix of contemporary business uses.

2.2. The Case for Redevelopment

While the park has evolved, the application site remains occupied by a mid-century structure that has reached the end of its viable lifespan. The existing building is currently a liability to the park's professional character due to failing structural integrity and the confirmed presence of hazardous asbestos-containing materials. The site's history of industrial uses including its role as part of the railway carriage works and a subsequent paper manufacturing factory has left a series of structural and environmental legacy issues. The proposed demolition represents a logical and proportionate response to the condition and obsolescence of the existing building, allowing the plot to be suitably renewed and repositioned for continued industrial and operational employment use in a modern context.

2.3. Environmental Safety and Remediation

The proposed development is designed to be highly responsive to the site's geological context. A Phase 1 Contaminated Land Risk Assessment has identified the site as potentially contaminative with a validated asbestos risk. Furthermore, the design accounts for naturally occurring ground gases, including localised Radon probabilities, with the new structure incorporating all necessary protective measures. By replacing the aging factory with a modern facility featuring a 'fabric-first' approach and through the implementation of a site-wide sustainable drainage strategy, the development will ensure a significant improvement over the current unmanaged runoff conditions, providing robust protection for the local water environment in accordance with modern environmental standards.

2.4. Risk Management and National Planning Compliance

In accordance with the National Planning Policy Framework (NPPF) regarding the reclamation of previously developed land, the applicant is committed to a proportionate risk management approach. This will include a forthcoming intrusive site investigation and a 'Discovery Strategy' during groundworks to ensure any identified legacy issues are managed appropriately. Where remediation is demonstrated to be necessary, works will be undertaken to ensure the site is suitable for its intended commercial use, in full accordance with relevant statutory requirements and environmental health standards.

2.5. A Sustainable Benchmark

By replacing an 'unfit for purpose' structure with a high-specification facility, this project continues a 100-year tradition of regeneration. The proposal does not merely provide new floor space; it revitalises a historic plot through a sustainable, low-carbon design approach. The contemporary architecture, featuring articulated vertical cladding, establishes a high-quality street presence that aligns with Lancing Business Park's modern identity as a centre for safe, sustainable, and environmentally conscious commerce.

3. Economic Statement

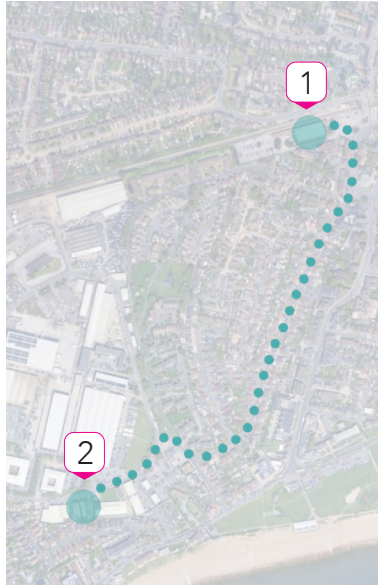


Figure 1: Site Accessibility Map highlighting the 3-minute cycle/15-minute walking route to Lancing Railway Station. This high level of connectivity justifies the intensification of the site while supporting a shift away from private car reliance.

1	Lancing station	
2	77 Marlborough road	
	Distance	1.1 km

Economic Growth and Environmental Sustainability

3.1. Transition from Redundant Site to High-Quality Employment Use

The proposed redevelopment of 77 Marlborough Road represents a significant private capital investment designed to bring a vacant and structurally constrained site back into productive industrial use. At present, the site is underutilised; the existing structure is functionally obsolete and contains hazardous materials, rendering it unfit for purpose. By replacing this unit with a high-specification 756sqm GIA facility, the project directly supports the NPPF's 'Economic Objective' by creating the conditions for a local business to invest, expand, and adapt within a sustainable location.

3.2. Delivery of Modern Industrial Facilities

The proposal optimises the efficient use of brownfield land by introducing a dual-storey hybrid layout that meets the modern requirements of the Lancing Business Improvement District (BID):

Ground Floor: Optimised for high-tech assembly and production supported by low level storage and logistics, providing the physical infrastructure required for modern production operations.

First Floor: Dedicated to high-specification, purpose-built ancillary office suites and professional welfare facilities, providing the contemporary environment required for technical and administrative support roles.

3.3. Sustainable Transport and Accessibility

The site's highly sustainable location, situated a 3-minute cycle or 15-minute walk from Lancing Railway Station, ensures that this employment growth is decoupled from a reliance on private car travel. The development includes 11 parking bays (including a dedicated accessible space) and secure cycle storage, drawing on a wider local labour pool and reducing the development's impact on the local highway network.

3.4. Sustainability Standards and the 'Fabric First' Approach

To ensure the long-term viability of the site, the development is designed to achieve high environmental performance, guided by a BREEAM Pre-assessment toward a high-tier sustainability rating. This strategy adopts a 'Fabric First' approach that prioritises high-performance insulation and airtightness to minimise baseline energy demand, which is then further supported by an energy strategy utilising Air Source Heat Pumps and a high-output Solar PV array to provide renewable energy on-site.

3.5. Long-term Investment and Economic Contribution

Beyond the immediate site, the redevelopment represents a significant long-term investment in the Lancing Business Park. By replacing a derelict unit with a contemporary, high-quality structure, the project provides a positive contribution to the visual amenity of the street scene and reinforces the professional identity of the Marlborough Road industrial area. This high-standard design not only encourages neighbouring landowners to upgrade their own holdings but also ensures a recurring fiscal benefit to Adur District Council through increased Business Rate yields. Ultimately, the proposal secures the site's future as a sustainable, high-value asset that enhances the economic vitality and local character of the district.

4. Residential Amenity

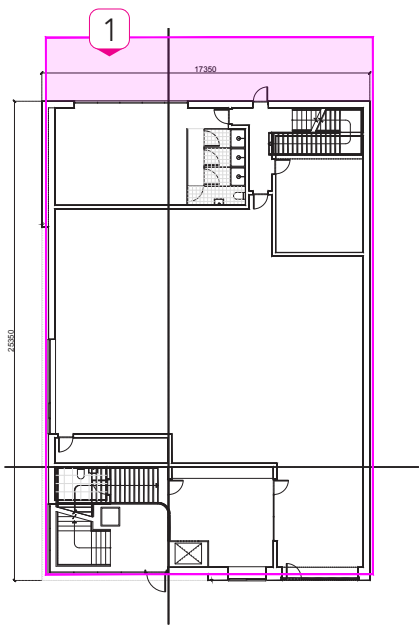


Figure 2: Comparative Site Plan showing the 3,380mm southern setback. The reduced footprint creates an enhanced buffer zone to protect residential amenity.

Existing footprint	491.0 m ²
Proposed footprint	430.0 m ²
1 Difference	61.0 m ²

Residential Amenity and Impact Assessment

4.1. Strategic Site Layout and Setbacks

The proposed development has been designed with a high degree of sensitivity toward the residential properties situated to the south of the site. A key design intervention is the additional 3,380mm setback from the southern boundary beyond the extent of the existing building line; it is important to note that the proposed building is smaller in footprint than the original structure in this specific area. By purposefully pulling the building mass northward and a further 3,380mm away from the rear line of the existing structure, the proposal creates a generous buffer zone. This reduction in built form significantly diminishes the perceived scale of the development and offers enhanced protection for the daylighting and outlook of the neighbouring gardens compared to the current site configuration.

4.2. Protection of Privacy and Overlooking

The internal configuration and glazing strategy of the building have been meticulously planned to eliminate any impact on the privacy of adjacent residents. Central to this strategy is the substantial physical buffer provided by the scheme; there is a separation distance of 23.8m between the rear elevation of the southern residential properties and the rear of the proposed development. This generous distance exceeds standard planning separation guidelines, ensuring that the two-storey elements are set well back from the residential interface.

To provide an additional layer of protection for neighbouring amenity, all rear and side-facing windows at the first-floor level are designed with a high-level cill height of 1,775mm above the finished floor level. This architectural intervention ensures that internal sightlines are directed upward and away from the residential gardens, preventing any direct overlooking from active workspaces regardless of the internal room configuration. Consequently, primary views are directed exclusively toward the Marlborough Road frontage. By combining a 23.8m separation with a targeted high-level glazing strategy, the proposal ensures that the privacy of the adjacent residential plots is fully maintained, creating a sensitive and non-intrusive relationship between the industrial and residential uses.

4.3. Acoustic and Operational Management

Recognising the interface between industrial and residential uses, the development incorporates specific measures to ensure a quiet and managed operational environment. Unlike traditional industrial units, the proposed facility is designed for the handling of high-value electronic goods which are moved manually; consequently, there is no requirement for external forklift operations or heavy machinery on-site, significantly reducing the potential for operational noise. This commitment to compatibility is reinforced by the proposed operational hours, with the logistics use generally limited to Monday to Friday between 08:00 and 18:00 and no routine operations on Sundays or Bank Holidays, ensuring the daily rhythm of the business aligns with the neighbouring residential context. Furthermore, external lighting will operate only between 06:00 and 22:00 to ensure safe access and egress, with any illumination outside these hours restricted to low-level, motion-activated security lighting designed to prevent light spill into adjacent gardens.

Acoustic and environmental protection is further enhanced through strategic plant orientation, whereby external equipment including the Air Source Heat Pumps is located away from the southern residential boundary towards the rear of the building. This is supported by a “Fabric First” architectural approach, ensuring a high-specification building envelope with superior insulation properties to effectively contain internal activities. Finally, the site layout provides a dedicated service area for managed, low-impact deliveries. As demonstrated in the accompanying Transport Report, the projected daily trips are anticipated to have a negligible impact on local traffic, noise, and pollution. By containing loading activities within a defined zone and maintaining a low trip frequency, the proposal ensures that the intensification of use is managed with the utmost sensitivity toward the site’s neighbours.

4.4 Construction Management

To protect local amenity during the delivery phase, construction works will generally be undertaken Monday to Friday between 08:00 and 18:00 and Saturdays between 08:00 and 13:00. In the event that essential works are required outside these hours, they will be strictly managed to minimise disturbance.

4.5. Daylight and Sunlight

Due to the increased setback and the considered height of the dual-storey facility, the proposal ensures that the neighbouring properties maintain excellent levels of natural light. The building's orientation and the modest increase in height have been assessed to ensure that there is no significant increase in overshadowing to the residential gardens to the south, maintaining a high standard of amenity for existing occupants.

4.6. Policy Compliance

The development demonstrates a successful balance between optimising employment land and protecting residential character. By prioritising the amenity of neighbouring residents through site-specific design, the proposal aligns with Policy 22 of the Adur Local Plan, ensuring that the intensification of the site does not come at the expense of local residential quality of life.

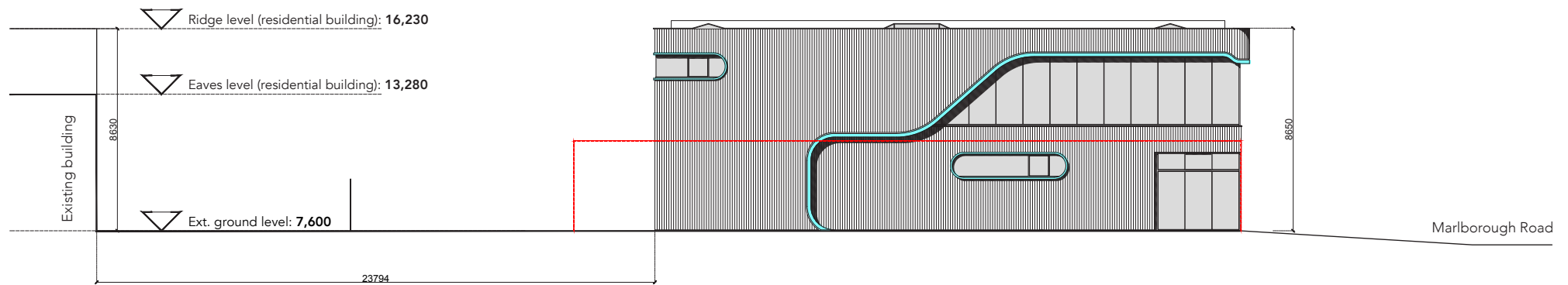


Figure 2: North/South site section showing typical heights of neighbouring residential building to the South of the site. Outline of existing structure shown in red dashed line.

5. Policy compliance

Detailed Policy Compliance

5.1. Economic Development and Employment

Local Policy: Policy 4 (Economic Growth); Policy 9 (Lancing); Policy 25 (Existing Employment Areas)

National Policy: NPPF Paragraph 85 (Supporting a Prosperous Economy)

Compliance: Adur Local Plan policies specifically protect Lancing Business Park for employment use and encourage the modernisation of outdated stock. By replacing a structurally constrained and functionally obsolete building with 756sqm of modern Class E(g)(iii) space, the proposal aligns with Policy 9 and Policy 25 by improving the quality, functionality, and long-term viability of this established employment site.

Justification: In line with NPPF Paragraph 85, this development places 'significant weight' on supporting local business growth and productivity. It prevents the loss of a high-tech employer from the district by providing the high-specification facilities required for them to "invest, expand, and adapt."

5.2. Sustainable Design and Climate Change

Local Policy: Policy 18 (Sustainable Design); Policy 19 (Decentralised Energy)

National Policy: NPPF Paragraph 157 (Transition to a Low Carbon Future)

Compliance: The development adopts a "Fabric First" strategy to minimise baseline energy demand. In direct accordance with Policy 19, the scheme integrates on-site renewable and low-carbon technologies, including Air Source Heat Pumps and a Solar PV array, reinforcing the broader sustainability strategy set out under Policy 18.

Justification: Sustainability credentials are confirmed by preliminary energy modelling conducted for the BREEAM Pre-assessment. This modelling indicates the building is on track to achieve a meaningful betterment over the Target Emission Rate (TER) required by Building Regulations Part L 2021, providing a verified baseline for low-carbon performance.

5.3. Design and Visual Amenity

Local Policy: Policy 15 (Quality of the Built Environment)

National Policy: NPPF Paragraph 135 (Achieving Well-Designed Places)

Compliance: The use of articulated vertical cladding and a modern, dual-storey form provides a high-quality aesthetic that reinforces the identity of the business park. The design conceals the shallow-pitched roof behind a parapet, creating a clean, professional profile.

Justification: The proposal explicitly addresses massing, scale, and orientation to ensure a harmonious relationship with both the commercial street scene and neighbouring residential uses. Furthermore, the layout follows "crime-prevention through design" principles, providing clear sightlines and secure site boundaries. The development is "sympathetic to local character" (NPPF Para 135) while introducing contemporary improvements that elevate the visual standards of Marlborough Road.

5.4. Residential Amenity

Local Policy: Adur Local Plan Policy 22 (Pollution and Contamination)
National Policy: NPPF Paragraph 191 (Impact on Health and Quality of Life)

Compliance: The project proactively addresses the residential interface to the south through a 3,380mm setback and the total removal of asbestos and other legacy contaminants.

Justification: By orienting active workspaces away from neighbours and utilizing the building's fabric as an acoustic buffer, the proposal ensures there is no "unacceptable risk" to the health or quality of life of adjacent residents, fully satisfying the requirements of Policy 22.

5.5. Transport and Accessibility

Local Policy: Adur Local Plan Policy 28 (Transport and Connectivity)
National Policy: NPPF Paragraph 114 (Promoting Sustainable Transport)

Compliance: The site's location—a 3-minute cycle from Lancing Railway Station—is a key sustainable credential. The provision of 11 parking spaces (including accessible parking) and secure cycle storage balances operational needs with the goal of reducing car reliance.

Justification: This aligns with NPPF Paragraph 114, which requires developments to be located where "sustainable transport modes" can be maximized, ensuring the increased density of the site does not create a negative impact on the local highway network.

6. Conclusion

The Planning Balance and Conclusion

6.1. The Planning Balance

In accordance with Paragraph 11 of the NPPF, at the heart of the planning system is a presumption in favour of sustainable development. The “Planning Balance” for 77 Marlborough Road is overwhelmingly positive, as demonstrated by the following key factors:

Economic Benefits: The project secures the long-term retention of a high-tech local employer and provides 756sqm of modern, high-specification employment space that supports the productivity and professional character of the Lancing Business Improvement District.

Environmental Benefits: The proposal replaces a structurally failing building containing hazardous legacy materials with a high-performance, contemporary facility. Through a “Fabric First” approach, renewable energy integration, and the commitment to a BREEAM high-tier rating, the development achieves a meaningful betterment over standard building regulations.

Social and Amenity Benefits: The design proactively improves the residential interface to the south by increasing the setback from the boundary and implementing a high-level glazing strategy (1,775mm cill heights) to protect neighbour privacy. Furthermore, the transition to a modern, operations-led facility significantly reduces the potential for noise pollution; by enclosing all activity within a high-specification acoustic envelope and removing the need for external machinery or forklift operations, the proposal offers a quieter and more compatible relationship with adjacent residential gardens than the current site configuration.

6.2. Conclusion

The proposed development represents a highly considered and sensitive regeneration of a brownfield site. It resolves existing structural and environmental liabilities while delivering essential, future-proofed industrial infrastructure.

The project aligns with the strategic objectives of the Adur Local Plan and the National Planning Policy Framework, demonstrating that high-quality design and operational efficiency can be achieved without compromising the amenity of the local residential community. As there are no adverse impacts that would significantly and demonstrably outweigh the benefits of the scheme, it is respectfully requested that the Local Planning Authority grants planning permission.