Development Control – Delegated Officer Report

Application Number: AWDM/0601/13 Recommendation – APPROVE

Site: Unit 1 Marlborough Business Centre 24 Marlborough Road Lancing Business Park

Proposal: Change of use from waste metal recycling (sui generis) to general industrial (Class B2)(Retrospective)

Date of site visit: 10.07.2013

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

The application site consists of the end unit (approximately 500sqm gross floorspace) within a purpose-built block of 6 modern industrial premises with associated parking within a private cul-de-sac located off Marlborough Road.

Permission was granted under WSCC/030/12/L (AWDM/0683/12 refers) for a change of use of the premises from Class B2 (General Industry) to a waste metal recycling facility (sui generis). The permission was briefly implemented but the business subsequently closed. Permission is sought to revert to a general industrial use (Class B2). At the time the application was submitted, the premises was vacant but has subsequently been occupied by AMC Sheet Metal Fabrication Ltd. The tenant currently operates from 1-4 The Chilterns (on the opposite side of Marlborough Road) and have expanded into the application building. A statement submitted with the application states:- "*The company [AMC] have been actively looking for a unit close to their main business hub with approximately 6,000 sqft. This unit is ideal for their needs.*"

Consultations:

WSCC: The Highway Authority initially commented:-

"Summary position of Highway Authority

Further information is required to enable consideration of the proposal from a highway point of view.

Site
The site is located in one of the main industrial areas of Lancing. The building itself is located on the corner of Marlborough Road and a private access road serving several businesses. The three buildings immediately adjacent to the application site are already in use by the applicant.

The site itself historically had a B2/B8 use but was recently changed into a metals recycling facility (see planning reference WSCC/030/12/L). However,

it is said that this use has now ceased, hence the application to change it back to B2 use (general industrial).

Site considerations – parking; access
Access: The site is served via 2 no. access points – 1 no. directly off Marlborough Road with the other off the private roadway running along the north-western flank of the site. A metal security fence encloses the site, albeit permitting views in and out of it. Visibility commensurate with advice in Manual for Streets (MfS) is available along Marlborough Road (in both directions). For the access to the private road, visibility is (in part) reliant on views through the fencing, but does provide visibility back to the junction with Marlborough Road (south-west) and to the north-east looking back along the private access road. Marlborough Road is subject to a 30mph speed limit. The private access road is not subject to a prescribed limit although observed vehicles speeds are low given the amount of on-street car parking and short cul-de-sac nature of the road.

Parking: Parking is shown totalling 5 spaces. In addition to this, a cycle store is provided. WSCC parking advice for B2 uses recommends 14 car parking spaces be provided as well as provision for an HGV. This has not been shown. Neither has access for HGVs (including any details of on-site turning; loading; unloading and routing through the site).

Traffic impact
In terms of traffic impact, the applicant states that up to 2 no. lorries would visit the site on a daily basis although vehicle numbers for staff and visitors etc. is less clear. Whilst it is appreciated that a nearby building is being used for the applicant's business and that any traffic from that would transfer to this building (thereby not increasing traffic overall within the industrial estate), it does need to be made clear what that traffic impact will be at the application site – both in terms of vehicle numbers and types.

Sustainable access
Access on foot and by bicycle is possible using the industrial estate footways and roads. The nearest bus stop is approximately 600-650m away but is accessible on-foot. As part of the application, it is recommended that a Travel Plan Statement is produced. This would have the effect of encouraging access by sustainable transport modes.

Conclusion
The applicant should provide the following additional information:

1. *Parking provision to be revised and shown on an amended plan.*
2. *Parking/loading/unloading/tuning provision for HGVs clear of the highway to be shown.*
3. *Applicant to state vehicle numbers on a daily basis to and from the site.*
4. *Applicant to state vehicle types (including dimensions for HGVs).*
5. *Applicant to provide additional on-site car parking.*
6. *Details of 'routing' through the site (i.e. does the applicant intend to operate a one-way system internally or leave users to decide how they enter and leave?).*
7. *Confirmation that a Travel Plan Statement will be provided for the site.*

Please re-consult when the information is available. The Highway Authority will then consider the application further.

Following the submission of the further requested information the following final response has been received:-

1. Parking provision has been increased to 14 spaces. This corresponds with WSCC advice.
2. Swept path diagrams showing a selection of HGVs negotiating, stopping/parking within the site have been provided (ART1-4) prepared by Pelham Transport Consulting).
3.Applicant confirms that 2 deliveries will be diverted from another nearby site [The Chilterns] to this site on a daily basis and that there will be no further deliveries taking place. In terms of staff, 9 are to be employed on this site. Assuming 4 HGV delivery trips and 18 staff trips (both two-way) this would total less than 25 movements per day.
4. As shown on ART drawings referred to above.
5. 14 spaces now provided in-line with WSCC parking guidance.
6. ART drawings show routing of HGVs through site.
7 This has not been provided. However, the Highway Authority considers that a Travel Plan Statement (TPS) would benefit the site (and indeed the business as it occupies neighbouring buildings). If the LPA is minded to grant planning permission it is recommended that a condition to secure a TPS be attached to any planning permission.

Representations: Lancing Parish Council has no objection.

Relevant Planning Policies

Adopted Adur District Local Plan 1993-2006 (ADC 1996) (saved policies): AG1, AE2
National Planning Policy Framework (CLG 2012)

Planning Assessment

Principle

The site is located within the designated Lancing Business Park subject to saved Local Plan policy AE2. Policy AE2 supports the change of use of buildings for Classes B1 and B2 (except where development is in close proximity to residential areas where industrial development will be restricted to B1 Use) and subject to access and on-site parking arrangements being acceptable.

The principle of a B2 Use is acceptable in this location (and was formerly used for this purpose). The development facilitates economic growth on which the NPPF places significant weight (paragraph 19).

Accessibility and parking

There are 2 site accesses, one onto Marlborough Road and the other onto the private road serving Marlborough Business centre (a cul-de-sac). Marlborough Road forms one of the main roads distributing traffic through Industrial Estate and is well-trafficked. Based on the further information submitted by the applicant's agent, the Highway Authority is satisfied that the HGV and other traffic generated by the development (largely diverted from the nearby premises at 1-4 The Chilterns) will not exacerbate highway conditions and can take place without detraction from highway safety.

Nearby roads suffer from heavy on-street parking. Following the submission of amended plans, the Highway Authority is satisfied that the amount of on-site parking (14 spaces) accords with the relevant WSCC standards.

A condition is recommended to secure a Travel Plan Statement. This is consistent with the objective of securing sustainable development within the NPPF.

Residential amenity

The Unit is located some 100m from the nearest residential properties in Western Road. The proposed hours of use are 07.00 to 18.00 hrs Monday to Friday and 07.00 to 13.00 on Saturdays which are consistent with those approved under WSCC/030/12/L. it is considered there would be no adverse impacts on the nearest residential properties.

Recommendation

APPROVE for the reason:-

The development supports local economic growth and can take place without harm to highway safety and without unacceptable detriment to the amenities of neighbouring properties. It consequently does not conflict with the saved policies of the Adur District Local Plan (AG1, AE2) or the NPPF.

Subject to Conditions:-

1. Approved plans
2. Vehicle parking and turning
3. Loading and unloading vehicles clear of the highway
4. Cycle parking
5. Travel plan statement
6. Hours of use
7. No outside storage, crates etc.

The Local Planning Authority has acted positively and proactively in determining this application by identifying matters of concern within the application (as originally submitted) and negotiating, with the Applicant, acceptable amendments to the proposal to address those concerns. As a result, the Local Planning Authority has been able to grant planning permission for an acceptable proposal, in accordance with the presumption in

favour of sustainable development, as set out within the National Planning Policy Framework.

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

Case Officer:	Jo Morin	Date: 12.07.2013
Authorised by:	Gary Peck	Date: 12 July 2013