Development Management - Delegated Officer Report

Application Number: AWDM/0101/16 Recommendation – Approve

Site: **Ocean View Business Park, Gardner Road, Southwick**

Proposal: **Change of use of part of site to Sui Generis vehicle rental, provision of palisade fencing, profiled steel sheet vehicle wash and vacuum canopy and 2 portacabins for office and driver rest area**

Date of site visit: 26 February 2016

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

This application relates to the site of the Ocean View Business Park (formerly Nynex House). The site, which includes a large 2 storey building, has been vacant for a number of years but is currently undergoing works to convert it into a motorcycle assembly and distribution centre, approved under a Certificate of Lawfulness granted last year (AWDM/0981/15).

The eastern part of the site consists of car parking (78 spaces) and is deemed to be surplus to requirements for the operator of the motorcycle business. It is proposed to use this part of the site for vehicle rentals by Hertz, who are relocating from Hove.

The proposal, as originally submitted, was to install two 12m by 3.6m portacabins at the front of the site to be used as offices, mess room and toilets. Amended plans have since been received relocating the cabins further from the frontage. The closest cabin will now be 6m from the boundary fence, set behind the front line of the main building. New 1.8m high palisade fencing is to be erected between the main building and the eastern car park and the car park itself is to become a secure compound with 69 parking spaces for rental vehicles. To the north of the main building a 12m by 8.5m car wash bay is to be provided with a canopy 3.8m high.

New signage is also proposed and is subject of a separate application (AWDM/0102/16).

The site is bordered to the east by dwellings in Fishersgate Close, as well as dwellings opposite and to the north, beyond the railway line.

Relevant site history

Numerous - most recently as above.

Consultations

West Sussex County Council: The **Highway** Officer has no objection. The expected number of daily trips to the site is based on the existing Hertz site in Portslade. The company will be re-locating to the Gardner Road site and therefore the number of daily trips should be comparable. These are in the region of 100 vehicle movements, (50 two way) and equates to around 10 movements per hour (5 in/ 5 out).

An interrogation of the TRICS national trip generation database was undertaken to compare expected trip rates. A selection of Hertz and Avis rental sites were used with over 750sqm, this limited the number of surveys used however, the sites trip rate was significantly higher for the larger sites. TRICS estimated a two fold increase (200 daily movements) based on a 2,000sqm site.

It was noticed that the typical peak hour was between 9 and 10am, just outside of the network morning peak.

Notwithstanding the differences between the TRICS data and the actual trips currently experienced by the company, if the site were to generate more trips due to the increase in floor space, this would equate to 20 movements per hour, (10 in/10 out). This is not considered significant in highway capacity terms.

The access to the site is already in situ and visibility splays are good in both directions. The site offers turning space for vehicles, so entry and exit in forward gear is achieved. Pedestrian access to the site terminates on Gardner Road. No footway link is provided into the site however, considering most trips will be made by car it is not needed. Forward visibility into the site is good and any pedestrians will be seen.

In summary, WSCC have no reason to object as there would not be a significant impact on the highway network in safety or capacity terms as a result of this proposal. Condition car parking and turning space.

Adur & Worthing Councils: The **Environmental Health** Officer has no objections to the proposed change of use. He suggests conditioning the hours of use to those submitted in the application form; 8am to 6pm Monday to Friday and 8am to 1pm on Saturdays and no use on Sundays or Bank holidays.

He has no concerns regarding noise from the car wash. It will have steel panelling along the Eastern side which will act as a barrier for any noise. Combined with distance and other fencing, noise levels will not be excessive at residential property.

Economic Development: No comment

Network Rail: None of the development should encroach or affect railway land. In view of the nature of the development, it is essential that the developer provides (at his own expense) and thereafter maintain a substantial, trespass proof fence along the development side of the existing

boundary fence, to a minimum height of 1.8 metres. The 1.8m fencing should be adjacent to the railway boundary and the developer/applicant should make provision for its future maintenance and renewal without encroachment upon Network Rail land. Network Rail's existing fencing / wall must not be removed or damaged and at no point either during construction or after works are completed on site should the foundations of the fencing or wall or any embankment therein, be damaged, undermined or compromised in any way. Any vegetation on Network Rail land and within Network Rail's boundary must also not be disturbed. Any fencing installed by the applicant must not prevent Network Rail from maintaining its own fencing/boundary treatment.

Southern Water: Applicant to contact Southern Water

Representations

1 letter of objection received from the occupier of 21 Eastbrook Way:

- Increased noise, activity
- Inappropriate in a residential area

Relevant Planning Policies

Adur District Local Plan 1993-2006 (ADC 1996) (saved policies): AG1
Proposed Submission Adur Local Plan (2014) Policy 26
National Planning Policy Framework (March 2012)

Planning Assessment

Principle

The site is not identified for any particular use in the Local Plan. However, emerging policy in the form of Policy 26 of the Proposed Submission Adur Local Plan seeks to protect and enhance existing employment sites and premises.

The current proposal seeks permission for a sui generis use, for vehicle rental, on part of the site. While not an employment use, it will make more efficient use of the site, which enjoys a car park larger than is required by the business operating from the main building. However, in order not to restrict opportunities for future employment uses, it is considered reasonable in this instance to allow a five year temporary permission initially.

Visual amenity

The main use of the site will be the parking/storage of cars but the site is currently a car park so there is unlikely to be a significant visual impact. The original proposal to site the cabins adjacent to the entrance was unacceptable as they would have been prominent features.

Amended plans have since been received relocating the cabins further north away from the frontage, set behind the front line of the main building where they are considered to have a more acceptable visual impact.

The car wash facility will be largely screened by the main building and is considered to be in an acceptable location.

Residential amenity

The proposed use will be relatively quiet, with customers arriving to collect and drop off their rental vehicles. Noise should be no different from that associated with a car park. The jet wash has the potential to have some noise impact but its sides will be screened to protect the amenities of the nearest residential occupiers to the east, approximately 50m away. The relocated cabin will also form a partial barrier.

Hours of use will be the same as for the main building, i.e. no activity on a Sunday and it is not considered that the proposal will cause harm to residential amenity.

Accessibility and parking

There is no highway objection to this proposal. Hertz is relocating from Hove and their expected number of daily trips to the site is anticipated to be the same as for that site which is in the region of 100 vehicle movements (50 two way) and equates to around 10 movements per hour (5 in/ 5 out), although a significantly higher can be expected for larger sites such as this, (TRICS estimates 200 daily movements based on a 2,000sqm site). The typical peak hour is between 9 and 10am, just outside of the network morning peak.

West Sussex Highways are satisfied that, notwithstanding the differences between the TRICS data and the actual trips currently experienced by the company, if the site were to generate more trips due to the increase in floor space, this would equate to 20 movements per hour, (10 in/10 out) which is not considered significant in highway capacity terms.

Recommendation

APPROVE

Subject to Conditions:-

1. Temp 5 year permission
2. Hours of use
3. Car parking and turning to be provided
4. Permission relates to approved plans

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

1. 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.

2. As the site is adjacent to Network Rail's operational railway infrastructure, Network Rail strongly recommends the developer contacts AssetProtectionSussex@networkrail.co.uk prior to any works commencing on site.

3. Contact Southern Water

Case Officer: Peter Barnett Date: 13 April 2016

Authorised by: Gary Peck Date: 13 April 2016