Application Number: **Recommendation – Approve**
AWDM/1168/12

Site: **46 Dolphin Road, Shoreham-by-Sea, BN43 6PB**

Proposal: **Application for variation of conditions 2 and 7 following grant of planning permission AWDM/0585/12 to enable retention of front office building and subsequent revisions to parking layout.**

Proposal, Site and Surroundings

The application relates to 42, 43 and 46 Dolphin Road, three large buildings which are currently occupied by BOC Edwards, within an established industrial estate. The units provide a total of 6,968 square metres of industrial floorspace within use Class B2 (general industrial). Planning permission was granted in July for a change of use of all three buildings to B8 (storage and distribution) to be used as a warehouse for Infinity Foods.

The approved scheme included the demolition of the front, two storey, flat-roofed part of the main building (No.46) which was formerly in use as ancillary offices. The removal of this area would have enabled more space to be provided for a new service delivery area, including two new loading bays, a lorry turning area and alterations to form a new vehicular exit. However, the planned demolition cannot proceed due to financial restrictions and therefore the parking arrangement is to be revised.

This application shows the provision of 9 spaces in front of No.46, as existing, with no lorry loading bays now proposed for this area. Instead, lorries will load in front of No.42 to the north west of the main building, accessed via a separate service road. Additional parking was previously shown within this area but this application proposes a slight rearrangement with extra spaces provided on the west side of the access road at the southern end, opposite Unit 44 (Barnes).

The changes to the parking layout require a variation of conditions 2 (parking) and 7 (approved plans) of the original consent.

Consultations

West Sussex County Council: The Highway Authority raises no objection to the revised access and parking arrangement

Gated access to the front of the property remains as per the approved site plan, with satisfactory levels of visibility, as shown on plan BVD 011-2. HGV access and parking will instead be provided via the site access road to the west of the property, as shown on plan B2456/12-05, From observation of the site it is apparent that large vehicles already use this junction and that there is a good level of visibility.

Formalised parking has been shown along the private access road; this will assist in keeping vehicles clear of the junction and manoeuvring by large vehicles easier. This parking should be in place prior to occupation of the site.

Sufficient turning is provided by way of the turning head for large vehicles to turn and enter the highway in forward gear. This should be kept clear of parking to allow sufficient space for such a manoeuvre to occur. 3 LGV parking spaces have been provided and should be retained for its designated use.

Representations

None received

Relevant Planning Policies and Guidance

Adur District Local Plan (saved policies): AG1, AE2, AE4
The National Planning Policy Framework

Planning Assessment

Principle

The site lies within an area identified for industrial use in the Adur District Local Plan. Saved policy AE4 supports the development of sites within this area for mixed development within Use Classes B1, B2 and B8, subject to there being acceptable impacts on the highway and local environment.

The change of use of these premises for B8 warehouse use is therefore considered to be acceptable in principle and has been approved. The number of staff to be employed is stated as being 50, which is the same as at the existing Infinity Foods warehouse in Portslade. While this is a relatively small number for the amount of floorspace involved, it is also the same total as previously employed at BOC Edwards. The applicants have also stated that this total is expected to rise to 100 employees over five years.

Visual amenity

The retention of the front part of the main building means that there is little change in visual terms.

The site currently has a low wall with planting behind and is open in character. The proposed fence will be a new form of enclosure across the front of the site, including sliding gates across both accesses. However, the site to the west has similar fencing to that proposed and there is chain-link fencing opposite adjacent to the railway line. It is not considered therefore that the proposed fence will be unduly out of character.

Residential amenity

While there are residential properties to the north, it is not considered that the proposed change of use will adversely affect their amenity. The change from B2 to B8 is likely to result in less noise or smell, with loading/unloading limited to the south (front) of the building, furthest from residential properties. The applicants are seeking consent for a 24 hour operation (with deliveries restricted to between 8.30am and 5pm) but the hours of use of the premises have not previously been restricted and there is no reason to consider that the proposed use will result in harm.

Accessibility and parking

The proposal involves the formation of a second access to facilitate a separate entrance and exit, enabling vehicles to enter and leave in forward gear. 27 parking spaces are now proposed (compared with 21 parking spaces on the approved scheme), plus 3 lorry parking/loading spaces (an increase of 1). An existing cycle store for 8 bicycles is to be retained, with a new store for 12 bicycles also proposed. The majority of parking is now to be provided along the access road to the west and the Highway Authority has not raised an objection to this revised arrangement.

Recommendation

APPROVE for the reason:-

The proposed development is within the built-up area and would help meet the need for additional employment provision and economic and environmental regeneration without detracting from the local environment. It can take place without resulting in unacceptable detriment to the amenities of neighbouring properties and without detraction from highway safety. It would consequently not conflict with the relevant policies of the Adur District Local Plan (AG1, AE2, AE4).

Subject to Conditions:-

1. Standard time limit
2. Parking and accesses to be provided as per approved drawings
3. Visibility splays at accesses to be provided
4. Secure cycle parking to be provided prior to occupation
5. Sliding gates at both accesses to be kept open during the hours of 8.30am and 5pm with no deliveries permitted outside of those hours
6. Contaminated land
7. Approved Plans

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

Case Officer: Peter Barnett Date: 17 October 2012

Authorised by: Gary Peck Date: 17 October 2012