

# **Development Management - Delegated Officer Report**

**Application Number:** AWDM/0525/26

**Recommendation – Approve**

**Site:** 77 Marlborough Road, Lancing Business Park, Lancing

**Proposal:** Demolition of the existing single-storey industrial unit and redevelopment to provide two-storey industrial building (Use Class E(g)(iii)) comprising production, assembly, operational, ancillary storage and logistics space at ground floor with ancillary office, welfare and administrative accommodation at first floor, together with associated access, car parking and cycle parking.

**Date of site visit:** May 15<sup>th</sup> 2026

**Neighbours checked:** Y

**Additional neighbour notifications:** N

## **Proposal, Site and Surroundings**

The application relates to a vacant single storey industrial building on the Lancing Business Park. It has a shallow dual pitched roof to a height of 3.85m.

It is proposed to demolish the building and to construct a two storey flat roofed building measuring 8.65m high. The footprint of the building will move 3.4m further north to provide greater separation to the boundary with residential dwellings to the south. It will have a contemporary appearance and will be finished in vertical grey metal cladding with blue framing around recessed areas with large amounts of glazing on the front (north) and side (east) elevations which helps to break up the elevations.

The site has industrial buildings to the north east and west, including a single storey flat building to the west with a two storey element at the front and a much larger building to the east (Scout stores) which has permission to be demolished and redeveloped to a height of 10.36m. Work is due to commence imminently.

To the south are residential properties; 22 and 24 Lancing Park are two storey dwellings while 26 is a bungalow.

The site is not in a conservation area and is not a listed building. There are no TPO's on the site and no known flood risk, although there is an area of medium surface water flood risk along the eastern edge of the site.

## **Relevant Planning History**

None relevant on the site

75 Marlborough Road - Demolition of existing building and construction of new building for use as production, warehousing, office and distribution facility for the Scout Association - approved

## **Consultations**

**West Sussex Highways:** No objection subject to conditions relating to access, car and cycle parking and CMP.

Comments:

### Access

The proposed access arrangements include making use of the existing bell mouth access to the west of the existing building and proposes to drop the kerb line along the entire property frontage. This additional dropped kerb will facilitate two additional parking spaces, one of which is a mobility inclusive space. The new dropped kerb will also provide ramped access for smaller delivery vehicles to enter the site along the eastern boundary and gain access into the unit. This will also require the removal/relocation of the associated street lighting column. Any street furniture, lamp columns and utility plant within 1m must be relocated at the expense of the applicant or written confirmation in advance of the application from the utility owner must be provided to confirm that they have no issue with the distance you are proposing. It is the responsibility of the applicant to liaise with the necessary parties to organise the moving of any utility plant or other street furniture. Consideration will also be given to footway inspection covers, that may require alteration. Contact with utility company should be made prior to an application to determine suitability.

Any altered vehicular access onto publicly maintained highway is subject to a license obtainable from WSCC Highways Authority. No works can be commenced on the highway prior to the license being obtained.

The access routes and parking/ turning facilities have all been demonstrated as being sufficient for the use by means of swept path diagrams. It is noted that parking space no.11 may require a multiple stage manoeuvre due to the proximity to the associated bin store, however this would not be anticipated to provide a highway safety concern. Vehicles making use of the proposed roller shutter door should not overhang the footway whilst servicing.

Visibility from the two access points and frontage parking has not been demonstrated. It is accepted that the existing access will be operating as currently functioning, from observation of the most up to date collision data provided to WSCC by Sussex Police, there appears to have been no highway collisions or personal injury claims registered at this location to flag any existing concern with its use.

Visibility from the frontage parking spaces and eastern access point would be anticipated to be sufficient also, given the presence of the wide footway fronting the property. Forward visibility along Marlborough Road is also at a level that oncoming traffic could anticipate a manoeuvring vehicle at this point. Vehicles reversing from frontage parking spaces is a practise with neighbouring properties in this location and appears to function with no known highways' safety concerns. Signage has not been shown at the property frontage, however, should this be proposed at any time, should be positioned

at a height of below 0.6m to ensure that visibility remains achievable in perpetuity.

### Parking

The Transport Assessment outlines that a proportion of the current workforce live locally to the site, meaning that walking and cycling are realistic and attractive options for travelling to and from work. In addition, some employees car share at the current site, which helps to reduce the overall number of vehicles travelling to and from the site on a daily basis.

10 full time employees are proposed to work at the new unit. Currently the unit is served with 5 parking spaces, the proposals seek to bring the overall provision up to 11, adding a further 6 vehicular parking spaces to the site, one of which will be an accessible parking space.

WSCC standards outline that 1 space per 30sqm is suitable for for an E class use. This would require 25 spaces at the development site. It is acknowledged that the proposed 11 spaces falls short of this provision, however the LHA must also consider the sustainable nature of this site which offers alternative means of travel for staff and visitors.

It has been outlined that half of the parking bays will accommodate for EV charging. The disabled parking bay should accord with details stipulated within the department for Transport's Inclusive Mobility standards.

Alternative parking opportunities also exist in nearby paid for provisions, such as Marlborough Road Car Park 130m east of the site and nearby on street parking locations. Key locations on the highway are subject to parking restrictions to prevent parking in unsafe locations on the highway network.

### Sustainability

Cycle parking provisions have been proposed and facilitate more sustainable options for commuters and visitors of the site, 8 cycle parking spaces have been stated as being suitable for the proposal.

WSCC standards outline that 1 space per 150sqm is suitable for for an E class use to serve staff and 1 space per 500sqm for visitors. This outlines the requirement for 5 staff spaces at the development site and 2 visitor cycle parking spaces.

Regular Bus services operate to the south along Brighton Road A259 and to the west, along Western Road which are approximately a 5-8minute walk from the site and therefore within acceptable walking distance of 400m suggested by CIHT. With regular routes to Worthing, Durrington and Old Steine running before 9am and departing after 5pm commuting by public transport is considered to be a realistic option for employees.

Lancing railway station is a 14minute walk from the site offering a sustainable alternative to the car for commuters further afield, travelling along the Southern Route between Southampton and Brighton.

### Trip Generation

TRICS (Trip Rate Information Computer System) has been used to derive a trip rate for the proposed use. The trip rates outline 7 two-way movements in the AM Peak would be expected, 7 and in the PM peak 6 two-way movements are forecast. Overall, a total of 59 two-way movements are anticipated. The Transport Statement outlines that this provision is not materially higher than that of the current use which has potential to generate 38 two-way

movements per day with 4 two-way movements in the AM peak and 4 two-way movements in the PM peak hours.

#### Servicing

It has been outlined that the existing delivery, refuse and recycling arrangements will continue and will be accommodated roadside. Small Deliveries can be accommodated with the ramped access to the production area; large HGV deliveries have been outlined as only occurring 1-2 times per year.

**Environmental Health:** Recommends conditions relating to hours of working during construction, CMP, contaminated land and ASHP

**Drainage Consultant:** No objection on surface water grounds subject to conditions

**Southern Water:** A sewer crosses the site. Request condition to require details of landscaping in relation to how it may affect public apparatus

**Lancing Parish Council:** Support

#### **Representations**

##### **2 objections received from the occupiers of 24 and 28 Lancing Park:**

- Loss of daylight and sunlight
- Loss of privacy
- Height, bulk and proximity would be dominant and overbearing
- Increased sense of enclosure
- Increased noise and disturbance
- Impact on health and wellbeing
- Loss of outlook
- Scale and height out of keeping with residential area
- Insufficient mitigation
- Set a precedent

##### **Letter of support from Lancing BID:**

Strongly supports the application.

The application site is currently an end-of-life premises with issues making it unviable for improvement and therefore LBP welcomes demolition and redevelopment of this site.

LBP currently has an overall occupancy rate of 98.7%, with 99.7% of industrial/warehouse space occupied on the park. With this high level of occupancy, it is difficult for businesses on the park to find industrial expansion space and to enable industrial businesses to move to the park. It is therefore unusual for a substantial sized industrial property to become available for freehold purchase on the park, the last example was that of 53 Spencer Road, which was quickly purchased as expansion space for an existing company on the park.

As a Business Improvement District, LBP actively supports the redevelopment of existing sites to provide new industrial space, as this is currently the only

method available to provide business expansion/consolidation space, encourage new industrial businesses to the park and brings the added benefit of accelerating Net Zero plans. However, it is fundamental that LBP carefully considers any impacts of a proposed redevelopment on day-to-day operations of the business park and adjoining residents.

- Reduction in B2 space on the park – LBP is concerned by the loss of B2 space on the park but appreciates the benefits of this High-Tech development and the increase in local jobs from 3 to 10.5 FTE.
- Increased Floor Space – LBP understands that it is essential to make the most of the application site to ensure viability of this project and therefore a two-storey build is proposed. LBP is encouraged to see the roof height is in keeping with the approved plans on 75 Marlborough Road and the current two storey premises at 79 Marlborough Road.
- Impact on the adjoining residential properties – This application includes the movement of the building line 3,380mm further away from the boundary adjoining residential properties and placing parking along this boundary to minimise use of this area. The application also minimises the number of first floor windows to the rear and has set the windowsill height at 1,765mm to help avoid any overlooking of the residential properties. LBP is encouraged to see the lighting strategy is designed to provide a safe operational environment while prioritizing the protection of residential amenity to the south. Previously the application site was occupied by an industrial fragrance printing company whose machinery was very noisy and omitted constant odours. This application will substantially reduce odour emissions and operational noise.
- Relocation of the loading bay – LBP can see from the application comments that West Sussex Highways has requested a condition to ensure permission is sought to relocate the street column to a suitable place and therefore this is not expected to reduce the street lighting on the park.
- Parking Provision – The park suffers from a lack of parking which often causes complaints from businesses and the surrounding residents. This application seeks to increase the onsite parking spaces from 5 existing spaces to 11, with disabled parking and cycle racks. This is more than sufficient for Industrial IT Services staff numbers and should allow for future growth.

LBP therefore strongly supports this application for the development of modern industrial floorspace to:

- To enable the redevelopment of an end-of-life commercial property on the park, to create a state-of-art industrial building.
- To enhance the appearance of Marlborough Road, complimenting the redevelopment of 75 Marlborough Road and encouraging further redevelopment on the park.
- To enable business relocation and growth on the park, providing additional local jobs.
- To improve the Carbon Footprint of this site to enhance LBP's Net Zero work.
- To provide local supply chain opportunities through the redevelopment and once industrial occupation of the new building has taken place.

LBP asks that the following please be considered when designing the application conditions:

- Relocation of the street lighting is suitably addressed to preserve lighting levels on the park.

- LBP is consulted prior to the build programme commencing, to help minimise impact to businesses on the park.
- Parking provision is designed on-site during the redevelopment to accommodate construction vehicles, as the Marlborough Road Car Park is currently at capacity.
- Whether provision could be made to safeguard the ongoing industrial occupation of this site and to enable the site to return to B2 occupation if needed in the future.

## **Relevant Planning Policies**

Adur Local Plan 2017 Policies 1, 2, 4, 9, 15, 18, 25, 28, 30, 31, 34, 36  
National Planning Policy Framework (December 2024)

## **Planning Assessment**

### **Principle**

The site lies within the Lancing Business Park which is protected for employment use by Policy 25 of the Adur Local Plan. The upgrading of existing employment sites and buildings is also supported by the policy.

The proposal will result in 756sqm of modern employment space for Class E(g)(iii) use comprising production, assembly, operational, ancillary storage and logistics space at ground floor with ancillary office, welfare and administrative accommodation at first floor.

There is no objection to the principle of the redevelopment therefore, subject to consideration of the impacts on visual and neighbour amenity and on parking and access at the site and the wider Business Park.

### **Visual amenity**

The application site sits at the southern end of the Business Park where there is a variety of industrial building types and sizes. The existing building has no discerning merit and the redevelopment of the site to accommodate a modern building would have the ability to improve the visual appearance of the area and, given the mix of surrounding buildings, there would be little material impact upon adjoining businesses.

It will be a taller building than existing, but there are taller buildings to the east (No.75) and elsewhere and it is considered to be of an appropriate scale in context with neighbouring industrial buildings.

The palette of materials is considered to be wholly appropriate for a modern industrial warehouse such as this and the overall design will enhance the site to the benefit of the Business Park.

### **Residential amenity**

The main consideration is the impact of the increased height on the amenities of the residents to the south. The new building will be 4.8m taller than the existing with a square form. It will however be 3m further from the residential boundary and a distance of 18m from the rear of the bungalow at 26 Lancing Park, 20m from the rear of the ground floor extension at 24 Lancing Park and 24m from the rear elevation of the two storey part of the house. The building is to the north of the residential properties and at those distances, it is not considered that there will be a harmful loss of light. While the separation to No. 26 is only 18m, that bungalow partly straddles the boundary between No. 77 and No. 79 Marlborough Road so it does not face the full rear elevation. There is greater separation to No 24 and, on balance, while it is acknowledged that the existing residents will look out on to a taller building, at the distances involved it is not considered that there will be such a loss of outlook to cause significant harm.

The building is to have a Class E (g) (iii) use (equivalent to B1) and by its nature should not cause noise and disturbance to the residents to the south. The ground floor is shown as a production area with first floor as offices, meeting rooms and engineering/technical work. The rear of the building has a large opening on the ground floor which is shown as serving a staff welfare area. The applicants were asked to reduce the size of the opening or to relocate it to the side of the building but they have declined to do so, arguing that the window is at ground floor and therefore screened by the existing boundary fence, and that the existing building already contains large windows and a shutter facing the neighbouring properties to the south, positioned closer to the boundary than the proposed window. These points are accepted.

A first floor window is also shown but the cill level is set at approximately 2m above finished floor level to prevent overlooking. It is considered that the proposed development would not adversely impact neighbour privacy.

Lancing BID support the application but have asked whether the existing B2 use can be safeguarded in the future. Given the proximity to residential dwellings, it is considered that any future B2 use should be subject to planning permission to enable the LPA to consider the impacts on residential amenity.

## **Lighting**

External lighting is proposed in the form of 'targeted luminaires' such as wall-mounted lights to illuminate the pedestrian entrance and loading bay at the front of the building as well as the to the side and rear elevations and on the rear fence to illuminate the parking bays. 5no. 1.1m high bollard lights are proposed along the eastern edge of the site to illuminate the side access road.

All lighting is specified as being downward-pointing to prevent light spill outside of the site in order to avoid any adverse impact on neighbouring residents.

The lighting will operate only between 06:00 and 22:00 to ensure safe access and egress with a timer. Any illumination outside these hours will be restricted to low-level, motion-activated security lighting.

## **Highways and parking**

11 parking spaces are proposed which is an increase on existing but which falls short of that expected for a building of this floor area (25 spaces expected). However, the site is in a sustainable location and cycling, walking, bus and rail travel are all available.

Alternative parking opportunities also exist in nearby Marlborough Road Car Park 130m east of the site and nearby on street parking locations. The Highway Authority has not raised an objection on parking, trip generation or highway safety grounds.

## **BNG**

A BNG assessment has been submitted which advises that there will be a net habitat loss as a result of this development, predominantly from the grass verge in front of the building. Off site provision is required and will be secured by condition.

The existing tree in the SW corner is to remain.

## **Sustainability**

A PV array is proposed to be sited on the roof, largely concealed by the parapet. ASHPs are also proposed.

## **Flood Risk and Drainage**

It is proposed to replace the existing impermeable surface with a controlled drainage system, using on-site attenuation to manage surface water runoff. There are no drainage concerns, subject to a condition requiring the submission of final details.

## **Recommendation**

### **APPROVE**

#### **Subject to Conditions:-**

1. Approved Plans
2. Standard 3 year time limit
3. Hours of construction
4. CMP
5. Contaminated land
6. Drainage
7. Drainage maintenance
8. ASHP
9. Access
10. Car parking
11. Cycle parking
12. BNG Plan

- 13. Materials
- 14. Landscaping
- 15. Lighting restriction
- 16. Class E(1) use only

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

1. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

Case Officer: Peter Barnett

Date: 2 July 2026

Authorised by: Louise Prew

Date: 3 July 2026