expires 7/12

Development Control – Delegated Officer Report

Application Number: ADC/0396/09 **Recommendation – Permit Application**

Site: **Print Room And Archives Ricardo Engineers Ltd Old Shoreham Road Lancing West Sussex**

Proposal: **New assembly facility building (to south of existing buildings) with two-storey pedestrian link to adjacent building and small external plant areas, demolition of 3 temporary buildings and amendments to internal road**

The Application

The application site forms part of a larger 6.3ha site occupied by Ricardo UK Ltd, an engineering development and testing firm. The site is triangular in shape and is bounded by the A27 to the north, the River Adur to the east and Shoreham Airport to the south. The proposed new building will be constructed on the southern boundary of the site, adjacent to Old Shoreham Road which separates the site from the airport. The building will occupy the western end of the overall site with space retained for possible future extensions of the building to the east.

The site was previously occupied by a number of temporary buildings, all but one of which have been removed, leaving an open, flat area of ground adjacent to the main site entrance. There is a 'permanent' 2 storey building at the eastern end of the site which is also to be demolished in order to provide service vehicular access to the site. The site sits approximately 2m below the level of the Old Shoreham Road and is separated from it by a planted bank containing trees and hedgerow. A long single storey brick bicycle/motorcycle shed runs along the southern boundary in front of the bank. To the north sits the recently constructed reception building and an office 'Building 66', a 2 storey structure.

The proposed building will measure 23.5m by 27.5m and 7.1m high, to match the height of the building to the rear. A link building will join the proposal to the existing building. It is to have a similar appearance to the new reception building, having a shallow pitched membrane roof hidden behind a parapet and walls finished in Kingspan insulated panel cladding. There will be large amounts of glazing on the western end facing the main site entrance with a powder coated aluminium brise soleil to deflect sunlight. The cladding will be used for the part of the southern elevation closest to the entrance with profiled sheet metal cladding used for the less visible parts of the building. The roof will contain two lines of rooflights and some plant for air intake/exhaust. Further external plant will be screened behind the link extension.

The application is accompanied by a Design & Access Statement, Flood Risk Assessment, Contaminated Land Desk Study and Ground Investigation and Travel Plan.

Consultations and Representations

Consultations/Comments

West Sussex County Council – The County Transport Planning Officer has no objection to the application. He states that the site is quite evidently occupied by a well established use and this proposal seeks to add a further 748sqm of B1C floor space to replace 703sqm of B1A floor space. No changes are proposed to the existing accesses onto the public highway. Whilst no information is included regarding vehicle movements, considering the size of the existing site it would be anticipated that this extension would not result in any significant increase in vehicle movements.

It is noted that a Green Travel Plan accompanies the current application and a condition is recommended to ensure that the Plan is agreed prior to the new building being occupied.

Considering the loss of B1A floor space against the gain of B1C floor area, there would be no requirement for a TAD contribution as part of this proposal.

Adur District Council - The Environmental Health Officer notes the Environment Agency's request for conditions in respect of potentially contaminated land and has studied the information provided by the applicant. He states that the report appears satisfactory, however during the demolition and construction works of the new buildings, the identification of any contamination should be reported to the Environment Agency and Adur District Council and appropriate investigations undertaken to assess the degree of contamination and he requests that a suitable condition be imposed to this end.

The location of the buildings to the side of the site should help mitigate any adverse effects, but the existence of external plant could give rise to noise disturbance, especially if this plant runs at night. Requests that details of the external plant should be forwarded, along with any relevant acoustic data or attenuation, for approval prior to commencement of the works.

Environment Agency – No objection subject to conditions relating to contaminated land remediation and flood risk mitigation

Shoreham Airport – Not received

South Downs Joint Committee – No objection provided the roofing material is non-reflective and existing planting along the southern boundary of the site is retained.

Lancing Parish Council - No objections.

Third Parties

No representations received

Relevant Planning Policies and Guidance

South East Plan (May 2009): RE2, SCT1, SCT3
Adopted Adur District Local Plan 1993-2006 (ADC 1996): AG1, AC1, AC2-3, AE18, AB25
PPS1 "Delivering Sustainable Development" (ODPM 2005)
PPG4 "Industrial and Commercial Development and Small Firms (DoE 1992)
PPS7 "Sustainable Development in Rural Areas" (ODPM 2004)
PPG13 "Transport" (DTLR 2001)
PPS23 "Planning and Pollution Control" (DTLR 2005)
PPG25 "Development and Flood Risk" (DTLR 2005)

Planning Assessment

Policies

The site is outside the defined built-up area in the Local Plan and within the strategic gap of countryside separating Shoreham from Lancing. It is also within the boundary of the Sussex Downs AONB as designated in 1966 but now separated from the remainder by the A27 (NB. it is not within the proposed South Downs National Park boundary).

South East Plan policies seek to plan for the development of a strong economy in the South East, supporting the improvement and upgrade of existing business premises to bring them up to modern standards.

As a major employment site within the District, the site is subject to a specific policy AE18 of the Local Plan. This states:-

"AE18 - In respect of the land shown subject to this policy on the Proposals Map, the DPA will permit business or industrial development as an exception to policies AC1, AC2 & AC4 if it is demonstrated to the satisfaction of the DPA that:-

1. the development is essential to the economic viability of the occupier of the entire site;

2. the proposal does not conflict with the requirements for safeguarding the runway flightpath at Shoreham Airport;
3. the development is of a design and construction appropriate to the locality and is unobtrusive in the landscape, and
4. on-site car parking arrangements and access to the public highway are acceptable under policy AT12."

The Local Plan recognises that Ricardos play an important part in the local economy, being a significant source of employment, and that this is a factor in considering planning applications notwithstanding the location in an area where development would normally be resisted.

Visual amenity

The building is to be located on the southern side of the site where it will be screened to a great extent by the existing tree and hedge planted bank which runs along the southern boundary. It would be not be noticeable from the A27 to the north or from the river to the east. From the west side of the site, where there is virtually no existing screening by trees, the proposed building would be visible but it would be seen in context with the existing buildings behind, including the recent reception building which it will match in size and appearance. The ground level of the site is lower than the Old Shoreham Road which will further help to reduce its impact in the landscape.

The proposal will not extend the built development on the site any further west than the current westernmost building (the reception building) and it is to be constructed on land formerly occupied by portacabins and other temporary buildings. There is an existing hard surface on the site. Consequently, the proposal is not intruding onto the open countryside or AONB and will not have a harmful visual impact on the wider area.

The proposed building, which is to be the same height as the existing adjoining buildings, would not impinge on the landscape to any significant extent, especially in summer when the trees are in leaf. The contemporary design of the reception building glazing and cladding would match the new reception building and continue the image that the business is seeking to achieve.

The applicants are not seeking to use the high quality cladding across all elevations of the building and it is agreed that it is unnecessary on the north or east elevations. However, on the entire south elevation (as opposed to the westernmost section only as is currently proposed) it is considered important that good quality cladding is used as the building will be glimpsed through the trees.

Parking and Access

No alterations to the existing parking provision are proposed and the applicants have stated that there is not anticipated to be any significant increase in staff numbers as a result of this proposal, with most of the staff being redeployed from elsewhere on the site. They have submitted a Green Transport Plan to demonstrate their commitment to reducing car use. Measures include the provision of cycle storage for 56 bicycles and subsidies and incentives for cyclists. They also aim to increase the number of staff walking to work and car sharing by 50% each across the next 3 years.

West Sussex County Council have no objection to the proposal but have recommended a condition requiring approval and monitoring of the Travel Plan.

The site is to be accessed from the eastern service entrance, necessitating the demolition of an existing 2 storey white painted office building. The loss of this building is considered to be acceptable.

Flood Risk

The applicants have submitted a Flood Risk Assessment which indicates that the proposed industrial use is 'less vulnerable' as defined in PPS25. The new building will incorporate measures to make it flood resilient and the site will register with the EA's flood warning service. The EA has no objection to the proposal on flood risk grounds.

Contaminated Land

The applicants have carried out a number of site investigations and surveys to determine the extent of any contamination. The EA have requested further information and this is proposed to be covered by several conditions to ensure that any potential contaminants are dealt with appropriately.

Recommendation

APPROVE for reason that :-

The proposed development would help meet the need for economic and environmental regeneration without detracting to an unacceptable degree from the local environment. It can take place without resulting in unacceptable detriment to the landscape of the Sussex Downs AONB or to the open character of countryside within which the premises are located, without generating additional vehicular traffic, and without compromising airport safety. It consequently does not conflict with the relevant policies of the South East Plan (RE2, SCT1, SCT3) and the Adur District Local Plan (AG1, AC1, AC2-3, AE18)

Subject to:-

1. C1Ci
2. Upon first occupation the measures set out within the Green Transport Plan submitted as part of the application shall be implemented fully. The Transport Plan shall thereafter be monitored annually and the findings submitted to the local planning authority for review and any necessary new measures or interventions shall be implemented accordingly.
   Reason – To promote sustainable transport and encourage less dependency upon the use of the private car in accordance with PPG13
3. C11D
4. C12Aii (amended) schedule and samples of materials
5. Notwithstanding the details shown on drawing no. 288101/E02/P2 the south elevation of the building hereby approved shall be entirely clad in Kingspan 'Optimo' insulated cladding panels in accordance with details to be submitted to and approved in writing by the local planning authority.
   Reason – In the interests of visual amenity having regard to policy AG1 of the Adur District Local Plan
6. C14Gi
7. C17B
8. Prior to the commencement of development approved by this planning permission (or such other date or stage in development as may be agreed in writing with the Local Planning Authority (LPA)), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the LPA:

   1) A preliminary risk assessment which has identified:

   - all previous uses
   - potential contaminants associated with those uses
   - a conceptual model of the site indicating sources, pathways and receptors
   - potentially unacceptable risks arising from contamination at the site.

   2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

   3) The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and

how they are to be undertaken.

4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express consent of the LPA. The scheme shall be implemented as approved.
Reason: To ensure the protection of controlled waters having regard to advice in PPS23.

8. A verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved, in writing, by the LPA. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a long-term monitoring and maintenance plan) for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the LPA.
Reason: To ensure that any remediation is satisfactorily completed, if deemed necessary, in accordance with advice in PPS23.

9. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the LPA) shall be carried out until the developer has submitted, and obtained written approval from the LPA for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.
Reason: To ensure the protection of controlled waters from any previously un-identified areas of contamination, having regard to advice in PPS23

10. Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the LPA, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater.
Reason: To ensure that the proposed foundation design does not lead to or increase the potential for pollution of controlled waters having regard to PPS23.

11. The development hereby approved shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) dated October 2009 and the building shall not be occupied until the flood-proofing measures detailed on page 8 of that document have been implemented.
Reason: To reduce the impact of flooding on the proposed development and future occupants having regard to PPS25

Case Officer.

Date 25/11/09