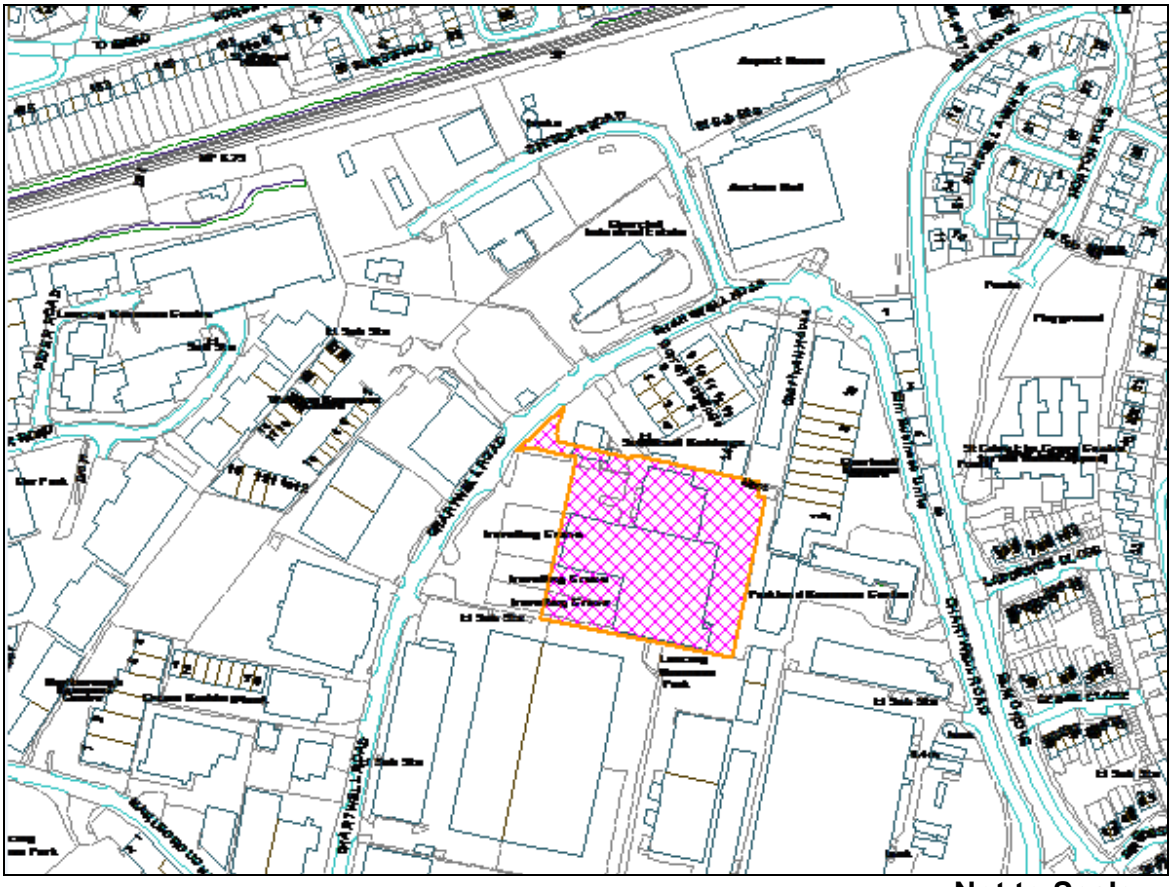
Application Number: AWDM/0621/15 **Recommendation – APPROVE**

Site: **32 Chartwell Road, Lancing**

Proposal: **Replace existing unit with new storage and distribution warehouse with ancillary offices (use class B8) in addition to vehicle wash and fuel island and associated lorry and vehicle parking and new access road**

Applicant: Gralaw Ltd Ward: Churchill
Case Officer: Gary Peck



Not to Scale

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Proposal, Site and Surroundings

This application seeks full permission for the replacement of the existing unit (currently unoccupied) with a new storage and distribution warehouse with ancillary offices (use

class B8), vehicle wash and fuel island, associated lorry and vehicle parking and new access road.

It is proposed that the new building will be occupied by Bidvest 3663, a food service company currently located in King Edward Avenue, Worthing in somewhat poor quality buildings which athough part of an existing industrial estate are also close to residential properties.

The application site is centrally located in Lancing Business Park on the eastern side of Chartwell Road, the main one way route leading through the Business Park. The site consists of the eastern part of the site previously occupied by Graham Wood Steel Fabricators – the northern and western parts of the site form part of a separate application elsewhere on the agenda.

The buildings on the site equate to about 6800 square metres and also include travelling crane structures. Their age, condiiton and bespoke use mean that there is little prospect of their re-use and hence the site has lain vacant since the closure of the steel fabrication business.

The application proposes a 4207 square metre B8 distribution warehouse and associated offices, including a new access from Chartwell Road, which will serve the proposed building as well a light industrial unit proposed under AWDM/0620/15. 69 car parking spaces are proposed, 30 HGV spaces and 12 bicycle spaces.

The warehouse includes temperature controlled chambers for the operation of the business.

The proposed building height is 16.2 metres at its highest point (for operational requirements) and therefore taller than the existing buildings on the site which are stated to be just over 12 metres. If the separate application submitted under AWDM/0620/15 is successful then the light industrial units proposed under that application would be located in front of the warehouse building. The proposed external appearance is of silver cladding with colour matched powder coated aluminium doors and windows.

As the site is in the centre of the industrial estate, surrounding uses are industrial, generally heavy industry although the surrounding buildings would be lower than proposed under this application.

Relevant Planning History

The most recent application at the site was for a wind turbine granted permission on the eastern part of the site (falling within the site for application AWDM/0620/15) in 2010 and subsequently amended in 2011. Previous applications dated back to 2006 and earlier related to the previous industrial use of the site and are not considered relevant to the determination of the application.

Consultations

West Sussex County Council Highways comment:

Background
This application should be read in conjunction with AWDM/0621/15 which proposes Redevelopment of west part of site with 8 industrial units for use classes B1, B2 and B8 with associated parking, turning and access.

The application relates to construction of a 4,207sqm B8 distribution warehouse and associated offices at the rear of 32 Chartwell Road. The application includes a new access off Chartwell Road. The site is situated within an existing industrial area. Chartwell Road is subject to a 30 mph speed limit. The site already has a permitted B2 use albeit not currently occupied. Nonetheless the permitted B2 use is a material consideration when considering traffic flow and capacity. Pre-application advice was sought from the LHA (Local Highway Authority) in support of a full application. At this time it was advised there would be no objection from the Highway point of view on the basis that a signed RSA, TRICS data and a full TS were provided.

Access and Visibility
Chartwell Road is one-way road in the northerly direction. The site currently has 3 entrances. It is proposed these rationalise these down to 2. This site will be served via the new western access. The access arrangements have been subject to a Stage 1 Road Safety Audit, the content of this was covered in detail in the LHA's response to the LPA in AWDM/0620/15. In summary no objections were raised to the access arrangements subject to Detailed Design. The Designer has agreed to the Auditors Recommendations.

The new access should be 7 metres in width with 10 metre kerb radii. The access road is shown as being 7.3 metres in width which is considered acceptable. The works for the access and footway would be subject to a Section 278 Agreement with WSCC's Implementation Team.

Site Layout and Parking
The site access road will remain as a private access road and not adopted under a Section 38 Agreement with WSCC. In terms of site layout the applicant has provided a number of swept path diagrams which demonstrate that turning for larger vehicles is achievable within the site. A footpath will be provided on the right hand side of the site access which will connect the BV 3663 main access gate. The footway should be designed in line with Manual for Streets principles with 1.8 metre widths.

69 parking spaces are being provided in support of this application this allocated is considered acceptable for the proposal. At the Pre-Application stage this figure was agreed due to the potential over spill of parking onto Chartwell Road. In accordance

with WSCC guidance 12 cycle spaces will be provided this should be secured and covered.

Trip Generation and Capacity
The TS provided in support of this application does estimate potential vehicular trip generation arising from this proposal. As the site is currently not occupied the trip rate data only represents the proposed use at the site. It suggests that there will be an increase of 38 vehicles in the AM peak and 23 vehicles in the PM peak. In the course of 24 hours the site will generate 116 vehicular movements. However it is stated that all supply vehicles will have left the site by 14.00 thus avoiding the PM peak. The applicant anticipates that 174 staff will be employed every day. This will equate to 50 trip arrivals between 08.00-09.00 and 50 departures between 16.00-17.00, thus not impacting on the PM peak, therefore none of the warehouse staff arrivals coincide within the peak travel periods.

The survey has been carried out in accordance with TRICS Best Practice Guidance. As such the trip rate generated still provides a realistic indication of likely trip generation from the additional uses at the site. It is recognised that this proposal would give rise to a more intensive use of Chartwell Road, however this proposal is not anticipated to result in a Severe cumulative impact on the operation of the local network in accordance with paragraph 32 of the National Planning Policy Framework.

Construction
Matters relating to access during the construction of the proposed would need to be agreed prior to any works commencing. Vehicular access to the site is possible only from Chartwell Road. A comprehensive construction management plan would be sought through condition should permission be granted. The construction management plan should amongst other things set out how deliveries are to be managed along Chartwell Road in light of the carriageway width and presence of other vulnerable road users.

Sustainability
The proposal is supported by a full Travel Plan (TP). Apart from the points raised in the comments below the TP is accepted. There would be no requirement for TRICS SAM monitoring or enforcement with this one as it is below the TA threshold.

Employees could be travelling in as many as 7 vehicles. Thus, if 62% drive alone (69 vehicles) then the total number of vehicles on site = 76. This table should therefore be amended to show target % for:

- Driver alone
- Driver with others
- Car share passenger

(N.B. Driver alone target will need to be 55% or less if overspill parking is to be avoided). and/or promotion of bike shop discounts secured by WSCC for organisations with Travel Plans

https://www.westsussex.gov.uk/roads-and-travel/travel-and-public-transport/travelwise-sustainable-transport/cycle-to-work-scheme/

The County Council offers a range of cycle training services. Please contact dean.pocock@westsussex.gov.uk or call 0330 222 6709 for details. TPC to also request free 'taster' tickets, which some operators are able to provide. Promotion of national events such as ‘Catch the Bus Week’ (typically held in late June each year) and ‘European Mobility Week’ (typically held in September each year).

The applicant should include a section regarding promotion of rail use. It is noted that a significant number of employees currently live close to bus and rail routes (most notably those living in Worthing). Rail incentives these should be investigated by BV3663 include:

- Season ticket loan scheme (monthly deduction from salary)
- Subsidised season ticket purchases for the initial month following occupation of the new site
- Promoting the journey costs (season ticket) vs private car
- Promoting the health benefits of rail use (walk to/from the station) please only promote the West Sussex schemes, which is available to anyone regardless of whether their origin is within or outside West Sussex. Unless BV3663 operates a company-wide car sharing website, a private group for staff should be established on westsussexcarshare.com. Please email andy.mouland@westsussex.gov.uk or call 0330 222 6714 for details.
- Please state the number of priority spaces that will be provided (this should be linked to previous comments in section 4.11 above). Car share spaces should be clearly marked and signed, and should be monitored to ensure they are only used by car sharers. A promotional video and PDF leaflet are available to download from www.westsussex.gov.uk/carsharing

Hard copies of the leaflet and promotional items may also be available from WSCC's Travelwise Officer upon request. WSCC has recently launched a multi-model journey planning website. Full details are available via the links below: https://www.westsussex.gov.uk/roads-and-travel/travel-and-public-transport/plan-your-journey/

https://www.westsussex.gov.uk/roads-and-travel/travel-and-public-transport/travelwise-sustainable-transport/travel-plan-resources/#free-travel-widget-for-your-website

Once the recommendations above have been included the TP should be submitted to WSCC’s Travelwise Advisor, please email andy.mouland@westsussex.gov.uk

Conclusion
Taking into account the existing permitted use and the evidence submitted in supported of this application, the LHA does not consider that the proposed redevelopment of this site would have ‘severe’ impact on the operation of the highway network, therefore is

not contrary to the National Planning Policy Framework (para 32), and that there are no transport grounds to resist the proposal subject to conditions.

West Sussex County Flood Risk Management Team comments

West Sussex County Council (WSCC), in its capacity as the Lead Local Flood Authority (LLFA), has been consulted on the above proposed development in respect of surface water drainage.

The following is the detailed comments of the LLFA relating to surface water drainage and flood risk for the proposed development and any associated observations, advice and conditions.

Current surface water flood risk based on uFMfSW for for 30year and 100year events:	Low risk.

Comments:
Current uFMfSW mapping shows the proposed site to be at 'Low' risk from surface water flooding.

Any existing surface water flow paths across the site must be maintained.

Reason: NPPF paragraph 103 states – 'When determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere..'

Therefore, a wholesale site level rise via the spreading of excavated material should be avoided. Any excavated material kept on site should be located in areas designed and designated for that purpose.

Current ground water flood risk based on ESI Ground Water mapping:	Moderate to High risk / Moderate susceptibility.

Comments:
The area of the proposed development is shown to be at 'Moderate to High risk' from ground water flooding on the current ESI maps.
Based on the same mapping the current geology is shown as 'Moderate susceptibility' to ground water flooding. This means the general geology in the area may be suitable for infiltration / soakaways. Where the intention is to dispose of surface water via infiltration / soakaway, these should be shown to work through an appropriate assessment carried out under BRE Digest 365.

Ground water contamination and Source Protection Zones.
The potential for ground water contamination within a source protection zone has not been considered by the LLFA. The LPA should consult with the EA if this is considered as risk.

Records of any ordinary watercourses or culverted watercourses within or in close vicinity to the site:	The existing site has no ordinary watercourses running within or in close vicinity to the site.
Comments: The site was originally the site of Southern Railways carriage works, dating back to the early 1900's.	

Records of any historic ordinary watercourses shown to have once crossed or been in close vicinity to the site:	None.
Comments: See comments above.	

Records of any historic flooding within the confines of the proposed site:	None.
Comments: We do not have any records of historic flooding within the confines of the proposed site. This should not be taken that this site has never suffered from flooding, only that it has never been reported to the LLFA.	
Existing highway drainage in the vicinity to the site:	Yes.
Comments: The adjacent road, Chartwell Road, has a positive highway drainage system.	

Records of any historic flooding in close vicinity to the site and/or on the adjacent public highway:	Yes.
Comments: We are aware that Chartwell Road has suffered flooding in the past. At the time this was linked to a clasped / damaged Southern Water sewer in the road. This was repaired and we are not of any further problems.	

Approved Document Part H of the Building Regulations 2000 establishes a hierarchy for surface water disposal, which encourages a SuDs approach beginning with infiltration where possible e.g. soakaways or infiltration trenches.

Where SuDs are used, it must be established that these options are feasible, can be adopted and properly maintained and would not lead to any other environmental problems. For example, using soakaways or other infiltration methods on contaminated land carries groundwater pollution risks and may not work in areas with a high water table. Where the intention is to dispose to soakaway, these should be shown to work through an appropriate assessment carried out under BRE Digest 365.

Provision for long-term maintenance should be provided as part of any SuDs scheme submitted to the LPA.

The ***Environmental Health*** officer commented:

There are no adverse environmental health comments to make regarding the above application in principle. Ground condition comments will be submitted separately

Please can you put an informative on any permission advising the applicant to apply for a demolition notice under the Building Act 1984.

In respect of ground condition, comments were made as per application AWDM/0620/14:

Having assessed REC's Phase II-III assessment for the site, I am able to provide the following comments:

- A further three rounds of gas monitoring are required prior to agreeing suitable remedial measures (if required)
- A series of solvent containing tanks were identified in the site walkover which is consistent with the former use of the site, however there is no mention of testing for solvents across the site

The applicant's agent responded:

Gas monitoring – yes these are being undertaken, the first in the next week or so and the others prior to any demolition. Perhaps can be dealt with as a Condition that results to be submitted and containment measures – if any required – be approved prior to occupation.

Solvent tanks – yes these are 1cum each (7No.) and in secure vessels awaiting disposal. Soil sampling for the presence of solvents was not included previously but we have instructed the Site Investigation company to take further samples during the forthcoming gas monitoring and submit an addendum report. Again, if this is not available prior to determination could perhaps be dealt with as a Condition requiring test results and remediation measures – if required - to be approved prior to commencement.

The **Environmental Health** Officer further responded:

I am pleased to hear the additional gas monitoring and solvent sampling is being addressed.
Of course you will have a better idea of whether planning conditions can be altered/re-worded/superseded with different ones as suggested, although I am not comfortable with discharging the existing condition before the potential contamination has been appropriately assessed and actioned (if required).

Any further comments will be reported verbally at the meeting.

Representations

Lancing Parish Council raises no objection

1 letter of no objection has been received stating: I respond to confirm that my company has no objection to AWDM/0621/15 particularly as the Transport Assessment appears to indicate that adequate on site parking arrangements have been made for staff and visitors within this scheme avoiding further parking along Chartwell Road.

1 letter of objection has been received on the grounds that increased vehicular movements will result, traffic and parking is already an issue in the area, and food distribution should not operate so close to waste facilities.

1 letter of comment has been received stating that extra traffic movements will occur along Western Road/Busticle Lane and South Street/Grinstead Lane and so consideration should be given to double yellow lines from the A27 to the A259 and that the Lancing Manor roundabout should be served by traffic lights.

Relevant Planning Policies and Guidance

Adopted Adur District Local Plan 1993-2006 (ADC 1996) (saved policies): AG1, AG3, AE2, AE4, AE5

Adur Local Plan 2014 (emerging): Policies 15, 26

National Planning Policy Framework (CLG 2012)

Planning Practice Guidance (CLG 2014)

Relevant Legislation

The Committee should consider the planning application in accordance with:
Section 70 of the Town and Country Planning Act 1990 (as amended) that provides the application may be granted either unconditionally or subject to relevant conditions, or refused. Regard shall be given to relevant development plan policies, any relevant local finance considerations, and other material considerations

Section 38(6) Planning and Compulsory Purchase Act 2004 that requires the decision to be made in accordance with the development plan unless material considerations indicate otherwise.

Planning Assessment

The application proposes the redevelopment of an existing industrial site which has become vacant with replacement industrial facilities in a designated Business Park. National and local policy supports the replacement of such facilities in principle.

The existing 3663 site in Worthing is clearly of unsatisfactory nature consisting of older buildings accessed through residential roads and with little realistic prospect of expansion being bounded by other industrial uses, a number of residential properties and the railway line. There is little potential for the company to expand. The current proposal would represent such an expansion and it is stated in the supporting documentation that while about 100 people are currently employed by the company, the business growth forecast for the current proposal anticipates a total employment of 174 people.

The application site is of very little visual merit at present as a result of its largely becoming vacant. The travelling cranes for example, now that they are disused, present a particularly poor appearance and the fascia of the main building is now faded. Although there are some newer units nearby, the majority of surrounding buildings are older and typical of the type found on an industrial estate. The application therefore presents an opportunity to revitalise this part of the Business Park.

The building will be 4 metres taller than the building but being newer than the existing, set well back from the road, and, if the light industrial units proposed under AWDM/0620/15 are built, also partly screened from the road. There are some lower industrial units to the rear of the site. The footprint of the new building is little different to the existing and therefore there will be an additional impact in terms of the increased height of the building. However, the parking area to serve the development would be situated to the rear boundary and together with the service area serving the site to the rear, there would be a distance of 27 metres between the buildings which is considered to be acceptable.

In terms of highways, pre-application discussions were held with the County Council as the Highways Authority and their comments raising no objection are detailed earlier in the report. The provision of a new access would appear to give the opportunity to rationalise access arrangements more favourably than is the case at the moment, especially as the site is situated on a gradual bend. Perhaps of more importance, is the need to ensure adequate parking is available as Chartwell Road is often congested at present with vehicles being parked along the road. There is no objection from the County Council to a parking provision of 69 car parking spaces and 30 HGV spaces.

Matters of contamination and flooding have been raised during the consultation process and it is considered both matters can be dealt with adequately by condition. The nature of surrounding businesses, as raised by a representation, is not considered to be a valid planning ground for objection.

The proposal therefore presents a welcome opportunity to relocate a local company that needs to expand with the potential to create new jobs as well as upgrade the visual quality of this part of the Business Park. Accordingly, the application is recommended for approval.

Recommendation

To GRANT permission subject to the receipt of any further comments from consultees

Subject to Conditions:-

01 Full Permission

02 No part of the development shall be first occupied until such time as the vehicular accesses have been constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.
Reason: In the interests of road safety

03 No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose.
Reason: To provide car-parking space for the use

04 No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,

- the anticipated number, frequency and types of vehicles used during construction,
- the method of access and routing of vehicles during construction,
- the parking of vehicles by site operatives and visitors,
- the loading and unloading of plant, materials and waste,
- the storage of plant and materials used in construction of the development,
- the erection and maintenance of security hoarding,
- the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
- measures to control the emission of dust and dirt during demolition and construction, lighting for construction and security,
- details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area.

05 No development shall commence until such time as revised plans and details incorporating the recommendations given in the Stage 1 Road Safety Audit and accepted in the Designers Response have been submitted to and approved in writing by the Local Planning Authority in consultation with the Highway Authority. Reason: In the interests of road safety.

06 Approved Plans

07 Use Class Restriction to B8 use

08 Materials to be agreed

09 Prior to the commencement of development, details of the further rounds of gas monitoring and testing for solvents across the site shall be submitted to and approved by the Local Planning Authority. Should the results of such monitoring and testing require containment and/or remediation measures, these details shall be submitted to and approved by the Local Planning Authority prior to the commencement of the development hereby permitted. The details of any approved containment or remediation measures shall not subsequently be altered without the prior agreement in writing of the Local Planning Authority. Reason: To ensure that containment, remediation and verification strategies are satisfactorily completed.

INFORMATIVES

Section 278 Agreement of the 1980 Highways Act - Works within the Highway

The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader (01243 642105) to commence this process. The applicant is advised that it is an offence to undertake any works within the highway prior to the agreement being in place.

The applicant is advised of the necessity to apply for a demolition notice under the Building Act 1984.