Development Management - Delegated Officer Report

Application Number: **Recommendation – APPROVE**
AWDM/1506/17

Site: **Unit 7, Lady Bee Industrial Park, Albion Street, Southwick**

Proposal: **Change of use to motorcycle workshop and MOT station**

Neighbours checked: Y

Additional neighbour notifications: N

Proposal, Site and Surroundings

The application relates to an end unit in a small business park south of Albion Street close to the lock gates at Shoreham Port. The proposal is to change the use of the unit from B Class use as a motorcycle repair workshop to a mixed use motorcycle workshop with MOT station (B2/Sui Generis). The use would operate between 8.30am – 5.30pm Mon to Fri and 8.30am–1pm Sat.

The business park serves a row of 7 units (the application site being the easternmost one), off a private access road, with varying uses. The proposal is for the repairing, servicing and MOT testing of motorcycles and a new MOT station is proposed within the unit. Parking is shown for 10 motorcycles in front of the unit in bays measuring 2m by 1m within a total area of 4m by 5m. There will be two full-time and one part-time employees. No staff parking is shown. The area is heavily parked, with vehicles along the southern edge of the business park area.

The surrounding area has a predominately industrial character, although there are residential flats immediately across the road on the north side of the A259 (Albion Street).

Relevant site history

AWDM/1856/15 - Change of use from Use Class B1 (Business) to mixed use as car repair workshop (Use Class B2 General Industrial) and MOT station (Use Class Sui Generis) – temporary approval for 3 years

Consultations

West Sussex County Council: The **Highways** Officer has no objections. The Local Highways Authority (LHA) has assessed the above application for a change of use from a motorcycle workshop to a motorcycle workshop and MOT station. The proposed MOT Station would not be anticipated to materially alter the number of trips to this location over the existing trips generated by the work shop.

The LHA consider that parking would not overspill into the highway in this location as a result of the change in use, there are parking restrictions in the

form of double yellow lines along Albion Street to protect junctions and key parts of the network from obstructions, which could cause safety hazards.

Parking within the Industrial park is an existing practise, with vehicles also parking along the southern fence line and eastern side of the access road. The LPA may wish to consider any overspill parking onto nearby locations and any existing parking pressures. However the LHA are satisfied that this would not occur along Albion Street and to a detrimental level.

The access serving Lady Bee Industrial Park has been in use for some time serving various units and links with Riverside to the East. The access has functioned with no accidents or personal injury claims in the vicinity to flag any existing highways safety concerns. It is reasonable to consider therefore that this proposal would not exacerbate any existing highways safety concerns.

Adur & Worthing Councils: The **Environmental Health** Officer has no objection

Shoreham Port: No comments received

Representations

None received

Relevant Planning Policies

Adur Local Plan 2017: Policies 4, 8, 15, 25
National Planning Policy Framework
Proposed Submission Shoreham Harbour Joint Area Action Plan 2017

Planning Assessment

Principle

The site lies within the Shoreham Harbour Regeneration Area as identified in the Proposed Submission Shoreham Harbour Joint Area Action Plan (JAAP) and Policy 8 of the Adur Local Plan 2017. The site is covered specifically by Policy CA5 of the JAAP which designates Southwick Waterfront as a strategic employment area for the provision of up to 4000m2 of high quality, new employment floorspace.

Policy 4 of the Adur Local Plan supports employment uses (B-Class) where there are no conflicts with neighbouring uses. Although the proposed use contains an MOT sui-generis use, this is closely akin to the existing B2 motorcycle repair and servicing use so would be compatible with the policy use allocation for the site.

However, in order to ensure the proposal does not prohibit future redevelopment of the site, as sought by the above policies, a temporary planning permission is considered to be prudent. This approach was taken with the change of use of the adjoining Unit 6 in 2016. A similar 3 year permission is considered to be reasonable here.

Visual Amenity

No external alterations are proposed, so no visual difference would result.

Residential Amenity

Residential flats exist immediately across from the site, to the north. Some have balconies facing south. Buildings both side and to the east of the application site are in commercial use.

There is a distance of some 33 metres between the closest flat block and the terraced business units, which are designed with a largely brick wall facing the street frontage (the only opening being a single high level window).

All business activity associated with the new use would take place on the south facing frontage of the business unit, where the roller shutter door is.

Accordingly, residents are sufficiently away from the unit to ensure no adverse impact on their living conditions by way of noise and disturbance. Noise from the busy A259 will also be more noticeable than any noise from the proposed use. The Environmental Health Officer has no concerns.

Parking and accessibility

The proposal has been considered by West Sussex County Council (WSCC) as the Local Highway Authority. No objection is raised with regard to the parking provision or highway safety. Sufficient space exists in front of the unit for up to 10 motorcycles and no significant impact on parking provision in this congested area is anticipated as a result of adding MOT testing to the existing use.

To ensure the parking areas remain free of obstruction, it is prudent to impose restrictions on outdoor working.

Recommendation

APPROVE:

Subject to conditions:-

1. Approved Plans
2. Temporary Permission
3. Parking to be provided
4. Working hours
5. No external working

Is recommendation contrary to letter(s) of representation?

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: 19 February 2018
Authorised by:	Gary Peck	Date: 19 February 2018