ADUR DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACT, 1990

APPLICATION FOR PLANNING PERMISSION

4 copies of this form required, together with plans and appropriate fee.
All measurements are to be given in metric.
If site relates to Lancing or Sompting, please submit 5 copies.

FOR OFFICIAL USE ONLY
Appl. No. Ad0048D06
Date Received 23 APR 2007
Fee 135
Rem. List

IT IS IMPORTANT THAT YOU READ THE GUIDANCE NOTES AS INCORRECT COMPLETION INVOLVES DELAY

1. Applicant (In BLOCK CAPITALS)	Agent (if any) to whom correspondence should be sent (In BLOCK CAPITALS) Strutt & Parker
Name JACANA HOLDINGS LTD.	Name ~~M. G. WARNER R.I.B.A.~~
Address c/o BROOKERS COMMERCIAL BECKETT CHAMBERS, 12 LITTLEHAMPTON ROAD	Address ~~66 ST. LAWRENCE AVENUE WORTHING W. SUSSEX BN14 7JG.~~
Tel. No. [redacted] WORTHING. BN13 1RE.	Tel. No. ~~01903 - 234662~~

2. Type of Application (see Note 2)

		State Yes or No
(a)	Full planning permission (including changes of use)	YES
(b)	Outline planning permission	NO
(c)	Renewal of a temporary permission	NO
(d)	Permission for retention of building or continuance of use without complying with a condition imposed on a planning permission	NO
(e)	Permission to develop land without complying with a condition imposed on a planning permission.	NO

If yes, state those matters to which this application relates (tick where appropriate)

(i)	Siting	☐
(ii)	Design	☐
(iii)	External appearance	☐
(iv)	The means of access	☐
(v)	Landscaping of the site	☐

If yes, state the date and number of the permission and outline the particular condition

Date

Application No.

Condition No.

3. (a) Full address or location of the land to which this application relates

ROBELL LTD., CHARTWELL ROAD, LANCING. W. SUSSEX BN15 8TU.

(b) State whether applicant owns or controls any adjoining land — State Yes or No: YES — If yes, this land must be edged blue on the location plan

(c) Area of site 90 ~~hectares~~/sq. metres

Dimensions of the application site and distances from the new buildings to boundaries must be clearly indicated on plans

(d) Description of proposed development (If residential development, state no. of units proposed and type if known e.g. houses, bungalows, flats)	ALTERATIONS ~~TO FRONT ELEVATION (EAST)~~.

(e) State whether the proposal involves:-

		State Yes or No
(i)	New building(s) or structure(s)	NO
(ii)	Alteration or extension of building(s)	YES
(iii)	Construction of a new access to a highway) vehicular	NO
	) pedestrian	NO
(iv)	Alteration of an existing access to a highway) vehicular	NO
	) pedestrian	NO
(v)	Closure of existing access	NO
(vi)	Change of use only	NO

4. Particulars of Use of Buildings or Land: state (a) Present use B1 INDUSTRIAL.
(b) If vacant, the last use " " " .

5. **Additional Information**

		State Yes or No		State Yes or No
(a)	Is the application for industrial, office warehousing, storage, shopping, commercial purposes or places of public assembly? (See note 5)	YES	If yes, complete part 2 of form C.P. 1	YES
(b)	Is the application for the winning or working of minerals?	NO	If yes, complete part 4 of form C.P. 1	
(c)	Is the application for an agricutural dwelling or building?	NO	If yes, complete part 6 of form C.P. 1	
(d)	Does the proposed development involve the demolition of any residential units?	NO	If yes, how many units? Please indicate their position on plans	☒
(e)	Does the proposed development involve the felling of any trees?	NO	If yes, indicate their position on plans	
(f)	Does the proposed development involve any public right of way within the site?	NO	If yes, indicate the position on plan	
(g)	Does the proposed development involve demolition or alteration of a building or Special Architectural or Historic interest or demolition within a Conservation Area?	NO	If YES a separate application for **Listed Building Consent or Conservation Area Consent** may be necessary.	

(h) (i) How will surface water be disposed of? (i) NO CHANGE.
(ii) How will foul sewage be disposed of? (ii) " " .
(e.g. mains, cesspit, etc.)

6. Plans (See Note 6). List of drawings and plans submitted as part of the application - indicate drawing numbers and scales.
5 ~~4~~ sets of all drawings are required. Additional copies in respect of major applications will assist in determination of such applications. All measurements are to be given in metric (89/617 EEC Directive)
DRG. NO. 100 COMPRISING: 1:200 FLOOR PLANS & ELEVATION + 1:500 BLOCK PLAN + 1:1250 LOCATION PLAN.

7. Fees (See Note 7)
If a fee is submitted please give the amount £ 135-00

8. I/WE APPLY FOR PLANNING PERMISSION AS DETAILED ABOVE.
DATE 8.12.06 SIGNED [redacted] M.G. WARNER
on behalf of JACANA HOLDINGS LTD.
(insert applicant's name if signed by an agent)

9. Certificate under Section 65 of the Town and Country Planning Act. 1990 (Article 7 of the T & CP (General Development Procedure) Order 1995
N.B. A signed certificate MUST accompany this application (See Note 9).
If the applicant is the sole owner (a) the following certificate should be completed and signed.

CERTIFICATE A

(a) Owner means a person having a freehold interest or tenancy the unexpired term of which was not less than 7 years

1. **Certificate A(a)**
I certify that

on the day 21 days before the date of the accompanying application nobody, except the applicant, was the owner (a) of any part of the land to which the application relates.

*2. None of the land to which the application relates is or is part of an agricultural holding.

OR

~~*3. *I have~~ ~~*myself~~
~~———— given requisite notice to every person other than ———— who, on the day~~
~~The applicant has himself/herself~~

~~21 days before the date of the application was a tenant of an agricultural holding on all or part of the land to which the application relates, as follows~~

~~Name of Tenant Address at which Notice was served Date on which Notice was served~~

*Delete where inappropriate

Signed [redacted] M.G. WARNER.
On behalf of JACANA HOLDINGS LTD.
Date 8.12.06

BP 47.0 June 95

WEST SUSSEX

ADUR DISTRICT COUNCIL

Application No.

(For official use only)

PLANNING APPLICATION FORM PART 2

Additional information required in respect of Applications for Industrial, Office, Warehousing, Storage, Shopping, Rest and Nursing Homes, Commercial Purposes or Places of Public Assembly.

4 copies of this form should be submitted

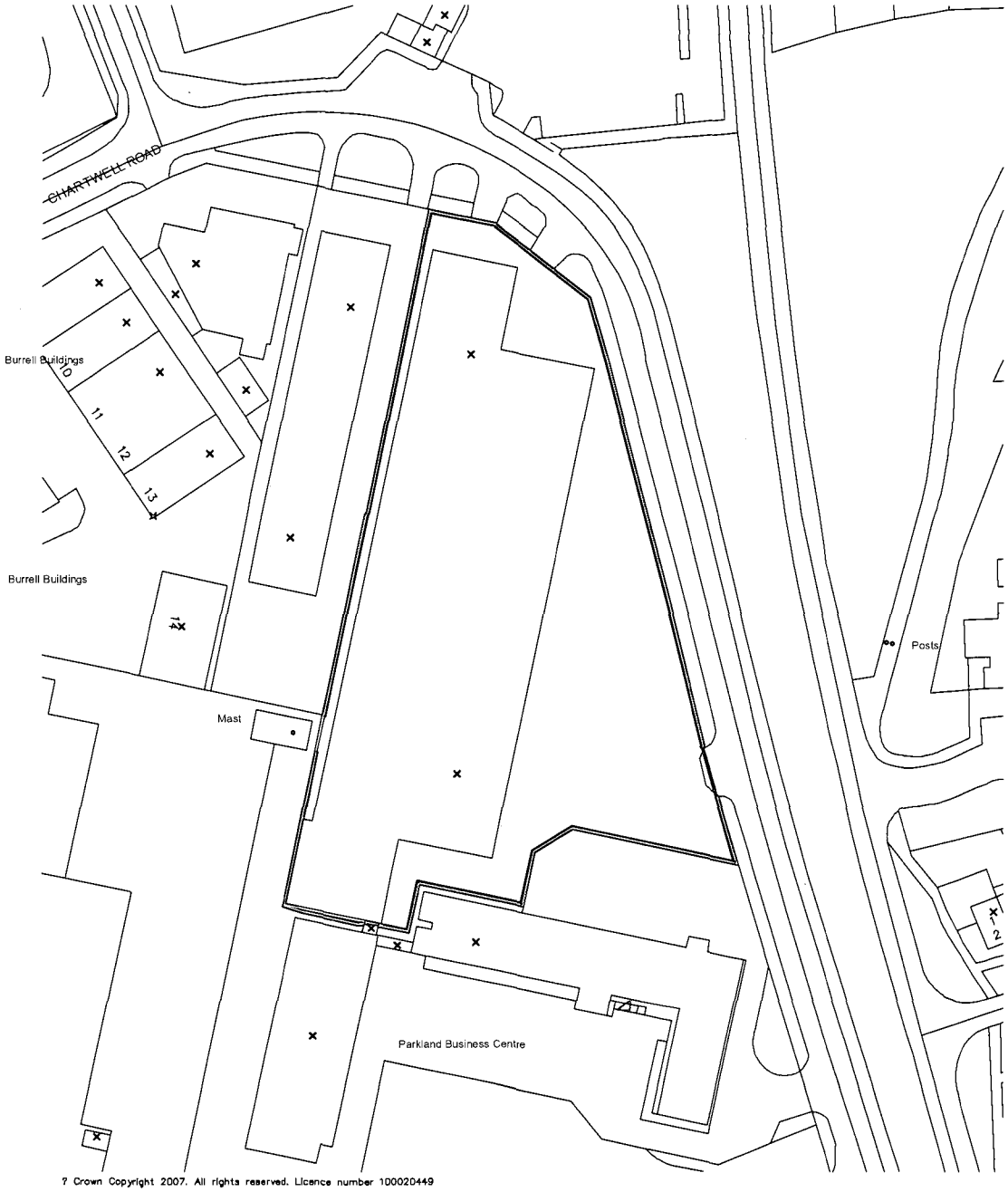
N.B. Please use GROSS figures only (external measurement). All measurements are to be given in metric (89/617 EEC Directive)

1.	In the case of industrial development, give a description of the processes to be carried on and of the end products, and the type of plant or machinery to be installed. Please relate your answer to question 5 below.	NOT KNOWN AT PRESENT.
2.	Name and address of proposed occupier and type of business	NOT KNOWN AT PRESENT.
3.	Is the proposal related to an existing use on or near the site? If so, please explain the relationship.	State Yes or No YES.
4.	Is this a proposal to replace existing premises in this area or elsewhere which have become obsolete, inadequate or otherwise unsatisfactory? If so, please give details including gross floor area of such premises and state your intentions in respect of those premises.	State Yes or No NO.

5. Details of floor areas and uses

	Existing Floor Space or use(if any)	Proposed New Floor Space or use	Total Floor Space (allow for any space lost)
(a) What is the amount of industrial floor space?	(a) NO. CHANGE. m^2	m^2	m^2
(b) What is the amount of office floor space?	(b) m^2	m^2	m^2
(c) What is the amount of retail floor space?	(c) m^2	m^2	m^2
(d) What is the amount of storage or warehousing floor space?	(d) m^2	m^2	m^2
(e) Other uses(please specify).....	(e) m^2	m^2	m^2
.....	m^2	m^2	m^2
TOTALS			

Staff	Office Male	Office Female	Industrial Male	Industrial Female	Other Staff Male	Other Staff Female
(a) Number of staff in existing premises on the site	(a).....		.....		.....	
(b) How many new staff will be employed on the site as a result of the development?	(b) NOT KNOWN.		.....		.....	
(c) If you propose to transfer staff from other premises, please give details of the numbers involved and of the premises affected.	(c).....		.....		.....	



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STRUTT & PARKER
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e: lewes@struttandparker.co.uk

job title: Robell Ltd, Lancing, E Sussex				
client: Jacana Holdings Ltd				
drawing title: Location Plan				
status:	drawn by: PP	date: 02.07	scale @ A1:	scale @ A3: 1:1250
job number: 21536	drawing number: P 01			revision:

Location Plan 1:1250 (at A4)

SCALE
0m 10m 20m 30m 40m 50m 60m 70m 80m 90m 100m

A4 Sheet

7.	In the case of restaurants, hotels, public houses, theatres, cinemas, meeting halls, Rest and Nursing Homes, etc. please specify (a) public floor space (Total) (b) seating capacity (c) bar floor area (d) bedrooms as appropriate	(a) NOT APPLICABLE sq.m. (b)..... (c)..... sq.m. (d)..... single double
8.	What provisions have been made for parking, loading and unloading of vehicles within the curtilage on the site? (Please show location of such provision on the plans and distinguish between parking for operational needs and other purposes) State number of spaces	NO CHANGES. car..... lorry.....
9.	What is the estimated vehicular traffic flow to the site during a normal working day? (Please include all vehicles but separately specify those used by employees driving to work)	NOT KNOWN.
10.	What is the nature, volume and proposed means of disposal of any trade effluents or trade refuse?	NOT KNOWN.
	HAZARDOUS MATERIALS	State Yes or No
11.	Will the proposed use involve the use or storage of any hazardous substances?	☐ If 'YES' please indicate NOT KNOWN.

Refuse Area

Parkland Business Centre

Pantechnicon
(for illustration purposes)

Car / van

Refuse Area

Car / van

Existing entrance and cross over
adapted to new layout

Proposed Block / Site Plan 1:500 (at A3)

A3 Sheet

B: 11.04.07 Refuse and vehicle notes added PP
A: 30.03.07 Pantechnicon note amended PP

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job title: Robell Ltd, Lancing, E Sussex				
client: Jacana Holdings Ltd				
drawing title: Site Block Plan				
status:	drawn by: PP	date: 02.07	scale @ A1:	scale @ A3: 1:500
job number: 21536	drawing number: P 02			revision: B

STRUTT & PARKER

SUSTAINABLE TRAVEL PLAN

Prepared for Jacana Holdings,
Chartwell Road,
Lancing,
West Sussex,
BN15 8TU

COUNCIL
PLANNING DIVISION

	Ax1048d06
DATE RECEIVED	23 APR 2007

April 2007

STRUTT & PARKER

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1.0 INTRODUCTION

1.1 A planning application is submitted on behalf of Jacana Holdings LTD, owner of the site to Adur District Council for the conversion of existing 'Robells' factory into 11 self contained units, B1 & B8 use.

1.2 The site is currently a single B2 unit and permission is sought to divide the factory into single office and storage and distribution units (mixed B1/B8 use).

1.3 Adur District Council encourages alternative or shared use travel to and from the site, in the interests of sustainability.

2.0 AIMS OF THE SUSTAINABLE TRAVEL PLAN

2.1 The Travel Plan seeks to achieve a sustainable pattern of travel to and from the site, within the constraints set both by its location and by the nature of the proposal. It is the intention through the implementation and development of the Travel Plan, that more sustainable transport modes are encouraged and the dependence on the private car is reduced.

2.2 The then Department of the Environment, Transport and Regions (DETR) (now DLGC) set out general guidance for Sustainable Transport in PPG13. More specific advice is set out in a document entitled "A guide on how to set up and run travel plan networks" (27 September 2006). These documents confirm that the Governments objectives are:

- To reduce reliance on the car through the reduction in length and number of motorised journeys, in particular, those journeys carried out in single occupancy vehicles;
- Promote the use of alternative means of travel which are more sustainable and environmentally friendly;
- To reduce emissions and encourage energy efficient vehicles in the company fleet; and
- To encourage work practices which reduce the need to travel.

2.3 The Sustainable Travel Plan seeks to support these transport objectives with a proposal to better inform site users and staff about the potential alternatives to the private car for work related travel, and to effect physical measures to support a reduction in private car use.

3.0 EXISTING PUBLIC TRANSPORT PROVISION

3.1 The site is situated 1.5 miles to the west of the town of Lancing and 2.5 miles to the east of Worthing. The site is South of the A27 which is located 2.1 miles away. The nearest train station is at Lancing, 0.5 miles away, serving both local stations and more strategic routes.

3.2 Lancing train station facilitates cycle storage and a car park of 40 spaces, 4 of which are disabled.

3.3 There are two local bus services operating near the site, calling at Western Road (0.4 miles from the site). Stagecoach route 9 runs from Littlehampton to Portslade (via Shoreham) calling at Western Road at 7.30am and every hour thereafter westbound and eastbound from 6.20am, 7.10am and every hour thereafter. The 'Pulse' bus runs from Lancing centre, through Worthing and onto West Durrington from 6.37am, 7.07am and the next 7.27am. They then run frequently every ten minutes until 18.30 and every hour thereafter.

4.0 PROPOSAL

Public Transport

4.1 Jacana Holdings will liaise with bus companies to keep an up to date information base on bus services so that employees can be informed about public transport timetables. Details of the times and the location of the bus stops will be available; in this way public transport use can be encouraged.

4.2 As the local railway station is located at Lancing 1.5 miles away from the site there is the possibility of employees catching the train and walking or cycling to work. Alternatively the business centre is only a short taxi journey from the train station. The train information will be made available in the same way as bus information via a site notice board.

Car parking

4.3 A total of 53 car parking spaces exist on site to serve the 11 units. This is the maximum level of provision for the site. The effect of this will mean that each unit will have approx 5 allocated car parking spaces. A large public car park is located 250 metres to the south of the site which is under-utlised at present and could accommodate occasional over-spill.

4.4 For those travelling to work by private car, car sharing will be actively encouraged and details made available of those individuals who are participating.

Bicycle provision

4.5 The individual units will provide site users with the opportunity to store bicycles securely on site within the units. Shower facilities will be made available within each individual unit to encourage employees to cycle to work. The topography of the land in this area is particularly suited to cycling being generally flat in many places.

4.6 As yet, we are unable to nominate a travel plan co-ordinator, as we are unsure on the scale of the tenancy. However, as part of a tenancy agreement, tenants will be made aware of the proposals listed and will be advised on alternative means of travel.

5.0 CONCLUSIONS

5.1 Any proposal that leads to an increase in employment in an area usually means an increase in the demand of movement. Through the implementation of a Sustainable Travel Plan, sustainable forms of transport can be encouraged in order to reduce the site users reliance on the private car. The measures as discussed above will enable site users to become better informed about local public transport services, and will make them more attractive to use.



Full application for the conversion of existing factory into 11 self contained B1/B8 units.

**Robell Ltd,
Chartwell Road,
Lancing Business Park,
Lancing,
West Sussex,
BN15 8TU**

PLANNING DIVISION
DATE RECEIVED 23 APR 2007

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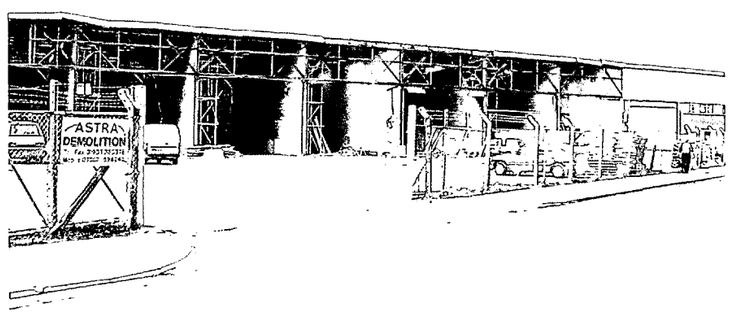


INTRODUCTION

This Planning, Design and Access Statement is in support of a full planning application for the conversion of existing factory into 11 self contained B1 and B8 use.

The application is submitted on behalf of Jacana Holdings Ltd, owners of the application site. The scheme seeks to convert the existing, redundant factory in order to create 11 individual units to be used for B1/ B8.

The application is an amended resubmission of a previous scheme (ADC/0255/06) which was refused by your Authority in 2006. This application has been amended to address the issues in the grounds of refusal and has been the subject of informal pre-application discussion with West Sussex County Council Highway Authority. The scheme envisages conversion of the existing building with no increase in floorspace. This submission differs slightly from the previous application in that the building will now be sub-divide to provide 11 units (as opposed to 13). Improvements are also made to the car parking layout.

Access to the site would be from Chartwell Road as existing. Parking and turning arrangements for this application have been modified from the previous scheme in light of discussions with the Highway Authority. The scheme as amended provides sufficient parking on site and enables adequate on-site turning for a pantechion vehicles up to 16.5 metres long.

SITE DESCRIPTION

The site comprises a vacant industrial building with 5518sqm of floorspace. It is located on the west side of Chartwell Road, a one way classified road subject to a 30mph speed limit within Lancing business park and surrounded by other industrial units.

The site has 3 existing entrances, two on the northern boundary and one to the south-east.

PLANNING HISTORY

The site has had various planning permissions granted upon it mainly relating to alterations to the building as one unit.

The most relevant application, ADC/0255/06 was refused for the conversion of the existing factory into self contained B1 & B8 units. The application was refused on two grounds. Firstly as the accompanying plans were unsatisfactory as they lacked detail and secondly on highway safety concerns regarding the south east entrance.

This application is a resubmission of the refused application.





PLANNING POLICY

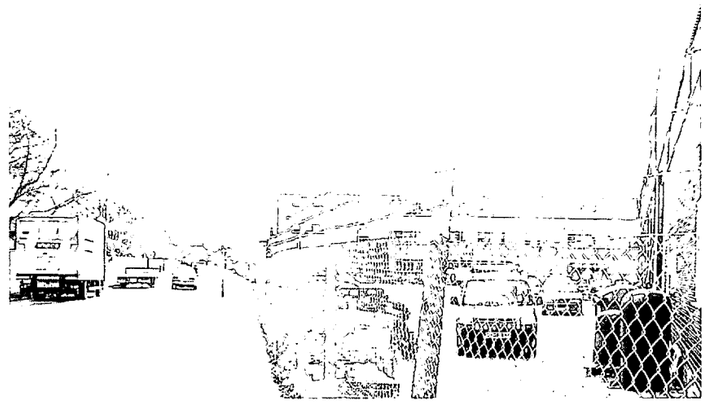
Section38 (6) of the Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the Development Plan, unless other material considerations indicate otherwise. The approved Development Plan in relation to this site comprises Regional Planning Guidance for the South-East (RPG9), the West Sussex Structure Plan 2001 - 2016 and Adur District Local Plan adopted 1996.

NATIONAL GUIDANCE

National Guidance sets out its agenda through the publication of a number of Guidance or Planning Policy Statements.

Planning Policy Statement No 1 (Delivering Sustainable Development 2005) sets out Government guidance on the delivery of sustainable development through the planning system. It states that the government are committed to promoting a strong, stable and productive economy that aims to bring jobs and prosperity to all.

Planning Policy Guidance Note 4(PPG4) advocates that economic growth and a high quality environment have to be pursued together. The locational demands of industry should be a key consideration in drawing up plans and should weigh the importance of industrial and commercial development with that of improving and maintaining environmental quality. Paragraph 13 states that "Development control should not place unjustifiable obstacles in the way of development which is necessary to provide homes, investment or jobs..." Paragraph 24 highlights the constraints placed on small firms who, when starting up, cannot afford to build their own premises, and developers who provide unit factories, offices and other premises suitable for small firms are contributing to the expansion of the economy and employment.



WEST SUSSEX STRUCTURE PLAN

Structure Plan policies seek to protect and enhance the environment, whilst promoting wider economic growth and prosperity (particularly of the coastal towns) and provides for this vision with over-arching policies.

Policy LOC1 seeks to reuse previously developed land within the built up area boundaries and states that development should be permitted providing the impact on the character and area is acceptable. It also states that locations defined in the deposit draft local plans should optimise their development potential to an extent compatible with their local character, environment, resources and assets to each location.

Policy CH1 states development will only be permitted if it maintains and where possible enhances the character, distinctiveness and sense of place of the area, taking into account various elements that contribute to its distinctiveness.

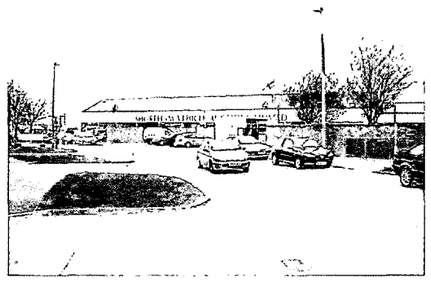
Policy NE1 refers to the level of residential and employment development and states that the LPA will give priority to the use of previously developed land.

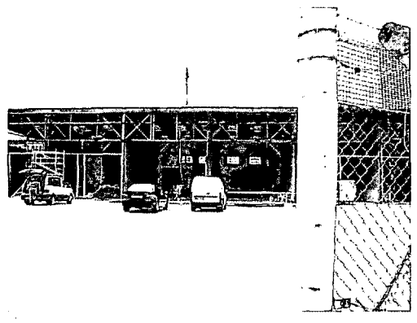
Policy NE5 acknowledges that employment needs are changing. Its states the development for business, industry or warehousing should be permitted provided that the accommodation is suited to the varied needs of the local businesses. The policy also advocates a secure and appropriate mix of types and sizes of premises in the redevelopment of existing employment areas.

Policy DEV1 refers to the construction, layout, scale, appearance and landscaping of a development and how they fit in to the existing built and natural environment.

Policy DEV4 focuses on the travel needs and choices of a development and the importance of providing convenient, safe and attractive facilities.

Policy DEV5 relates to parking provisions, ensuring the level of parking is compatible with the need to avoid environmental or safety problems and the need to encourage alternative travel as opposed to the private car.





ADUR DISTRICT LOCAL PLAN

The Local Plan sets out policies and proposals for the development and use of land in the district up until the adoption of the emerging LDF. Specific requirements for the district, such as the amount of housing, type and amount of jobs are the subject of the Local Plan and reflect the overarching themes found within the Structure Plan.

Policy AG1 is a general policy which states that within the built-up area boundary (as defined on the proposals map), development will normally be permitted, subject to other policies within the plan and not detracting from the local urban environment.

Policy AE2 states that permission will be granted for the development of land (including changes of use) within areas shown as subject to this policy on the proposals map (in which the application site is located), for business and industrial purposes, subject to certain criteria and compliance with other relevant policies.

Policy AE4 states that the District Planning Authority will support the development or redevelopment of sites within this policy area for mixed development within use classes, B1, B2 and B8

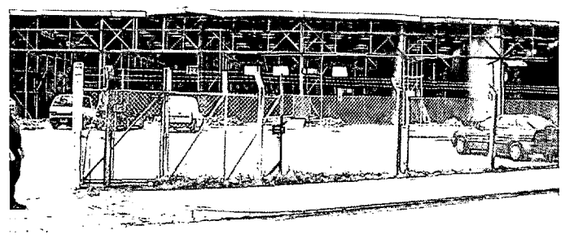
Policy AT12 requires development to be located, designed and carried out with a safe and adequate access to the main road network, cater safely and adequately for any vehicular traffic that it would generate and not reduce or worsen traffic conditions materially for existing highway users, include provision for parking and, if appropriate, loading space in accordance with adopted standards and have safe and adequate access for pedestrians and cyclists.

THE ADUR DEVELOPMENT PLAN

The Council has been preparing a new Development Plan for Adur which will replace the 1996 Adur District Local Plan. The Core Strategy is the first document of the new plan to be prepared and was approved by the Council in January 2007. It has now been submitted to the Secretary of State. The Core Strategy sets out a spatial vision, strategy and policies to guide development in the district and help protect and improve its environment and facilities over the next 20 years.

Chapter 9 of the Core Strategy discusses employment opportunities within the district and recognises the need to balance both the provision of employment land and housing to create sustainable communities, and to protect sites to ensure a range of job opportunities to meet the needs of the district.

Policy E1, the most relevant policy states that within Lancing business park (amongst other prominent sites) the upgrading of existing employment sites and buildings will be encouraged so that they meet modern standards required by businesses and are more resource efficient.



DESIGN - USE

The site is located within Lancing Business Park, allocated within the local Plan for industrial uses under policies AE2/AE4. These policies allow for the redevelopment of sites for business uses.

The factory has lain vacant for some time and there is little demand for such large industrial units within the area. Many of the larger factory units in the vicinity have been subject to modernisation and refitted as smaller 'start-up' enterprises. As employment needs are changing it is essential that the LPA secure a range of mixes and types of premises to accommodate and attract the changing needs of local businesses.

A review of Employment Land (undertaken by Step Ahead Research) indicates that the Core Strategy will, in general, need to preserve existing employment land, permitting and encouraging the redevelopment of these sites for new B class employment uses (p5). The findings from this Report have been incorporated into Chapter 9 of the submission Core Strategy and are reflected in the employment policies within this chapter, in particular E1

In principle, the change of use proposed and sub division of the building and its continued use within B class employment use is supported through both Structure and Local Plan policies and the submission Core Strategy and is therefore acceptable.

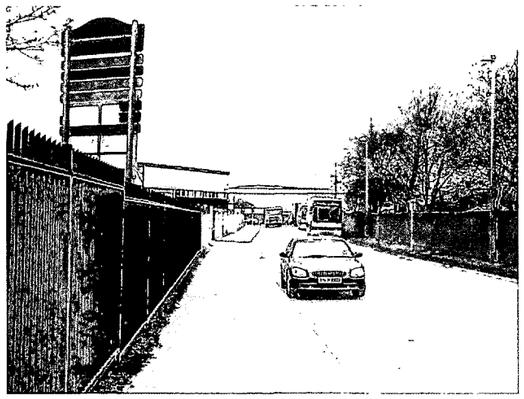
DESIGN - AMOUNT, SCALE, LAYOUT & APPEARANCE

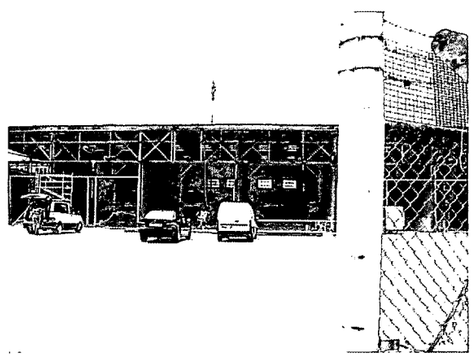
It is proposed to sub-divide the building into 11 self-contained units of various internal sizes. Unit 10, the largest unit comprises a gross internal floor space of approximately1089 sqm, unit 11 has a gross floor area of 450sqm and unit 1 has a gross floor area of 832sqm with the smaller units 2-9 each with a gross floor area of 349 sqm. This mix of sizes complements the types and sizes of surrounding units and allows for smaller businesses to expand over time and move into the larger units should the need arise (subject to vacancies). This ensures a constant level of 'take-up' for the development in line with the objectives within the Core Strategy which aims to provide an appropriate amount and variety of new development floorspace in order to secure a prosperous and more diverse economy.

The existing footprint and scale of the building will remain unchanged. The building is of a similar scale to the surrounding buildings and the conversion of the building will not change this

The layout of the building also remains essentially unchanged with the majority of the units serviced from the front which faces onto the main car park. Only unit 11 will be serviced from the north car park as is the current arrangement.

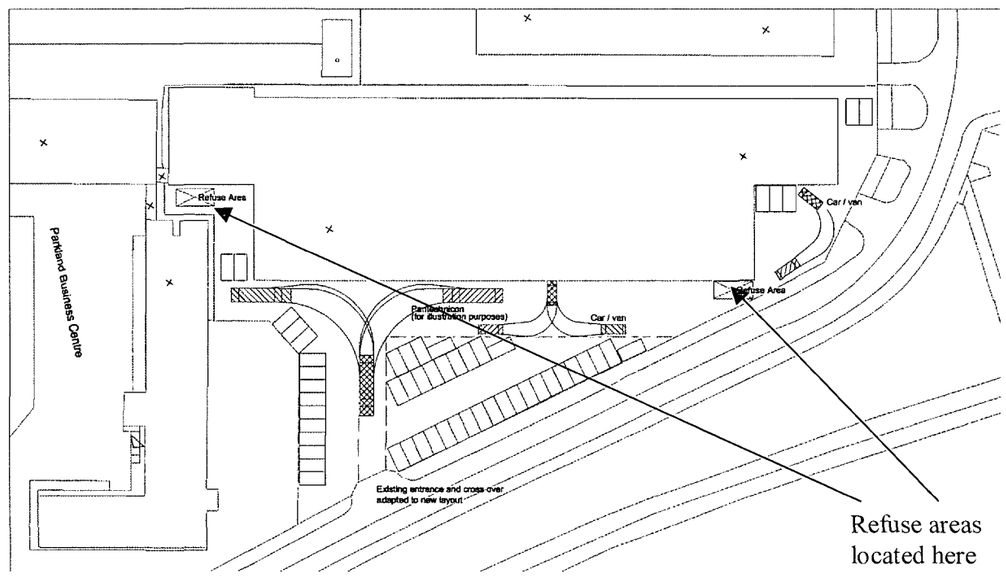
The building currently has a tired feel to it and its shabby appearance has not drawn new businesses to it. The proposals are to reclad the external elevations with aluminium sheeting with new window frames and roller shutter doors which will create a modern and striking appearance.





DESIGN – REFUSE AREAS

Refuse areas are provided for at strategic points within the curtilage of the site. These are located away from the parking areas as to not take up valuable parking spaces.



ACCESS

There are three established access points into the site, two on the northern boundary serving the small car park area, and the main entrance, which is situated on the south-east boundary. The accesses for the proposed unit 11 on the north side of the building are to remain. It is not possible to access the northern car park from the main car park as the gap between the building and the boundary fence is too narrow.

WSCC originally asked for the northern accesses to be closed off. The applicant has considered this in some depth. There is restricted parking on-site and no on-street parking within the immediate vicinity, it is our opinion that it is appropriate, in this instance, to keep the northern accesses as existing. The previous application showed 2 units serviced from the northern car park which would have intensified the use of this area. As there will now be only one unit accessed from the northern car park with provision for only five parking spaces, there will be no intensification of use. Vehicles are able to both enter and exist the northern car park in a forward gear.

The main access to the site is on the south-east boundary and is to be upgraded to allow two-way traffic movement to the highway. Visibility is good to the north from this access. Pre-application discussion was entered into with WSCC Highways who considered that the existing entrance should be upgraded to a bell mouth with kerb radii and a legal agreement entered into. The applicant is willing to discuss this further when WSCC have decided on the required specification.

A swept path diagram accompanied the application showing illustrative access for pantechnicon vehicles and smaller vans to the entrances of the individual units. A pantechnicon vehicle (i.e a refuse truck or removals van) would be the largest vehicle that could be accommodated within the site. Based on the size of the unit it is more likely that smaller transit style vans would be the commonest type of vehicle servicing the units on a more regular basis. These can be accommodated easily and all loading/unloading can be carried out without inconvenience to other car park users.

PARKING & CYCLE STORAGE

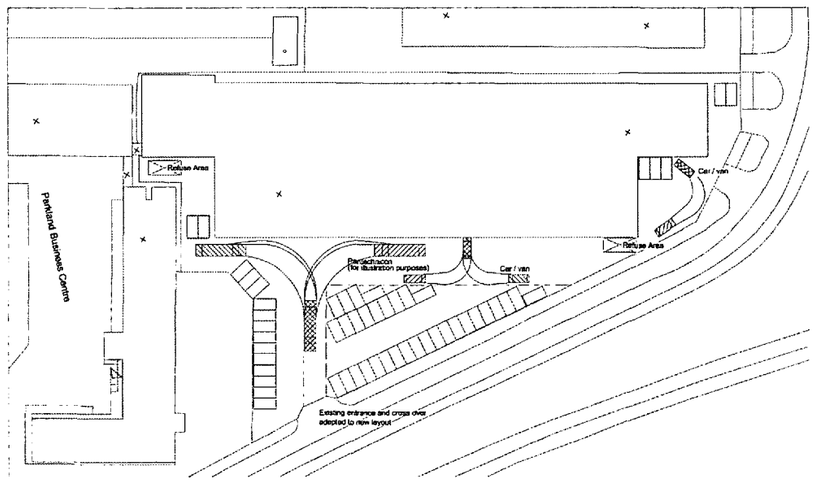
The car park as exists is not laid out formally. As there is no increase in floorspace proposed the amount of land available for car parking will remain the same. As the building is to be sub-divided there is a need to formalise the lay out of the car park to create as many spaces within the curtilage of the site as possible so to avoid over-spill parking. The adopted standard sets out the maximum standards for parking for both B1 and B8 use, the requirement being 1 space per 30sqm for B1 and 12 spaces plus 1 space per 100sqm for B8 (over the threshold of 240sqm of floorspace). In addition cycle storage requirement is 1 space per 150sqm of B1 use and 1 space per 500sqm of B8 use. The accompanying note 2 states that parking provision should be reduced below that permitted by the maximum standard in accessible locations where appropriate.

Given that there is no expansion to the physical building and a need to formalise the car parking, arrangements for the safety of the future occupiers of the building the car park has been laid out with 53 allocated parking spaces which allows for one space per 102 sqm of gross floorspace.

It is unknown as to what use each unit may have as the units are to be sold individually and therefore an unknown quantity as to how many spaces are required. However, in the possibility that over-spill parking is required there is a public car park within 250m to the south of the site which is under-utilised which can accommodate any over-spill. This would prevent on-street parking which is discouraged actively immediately outside the curtilage of the site with double yellow lines.

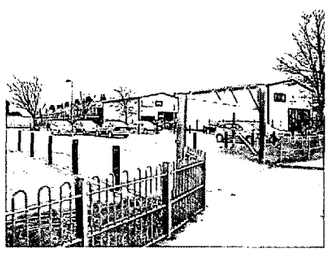
Cycle storage can be provided for within each individual unit with a water supply provided for within each toilet area that can be used in connection with a shower facility to further encourage employees to cycle to work.

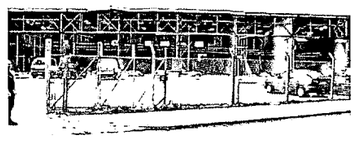
A Green Travel Plan accompanies the planning application outlining more sustainable ways of travelling to the site without using the private car.

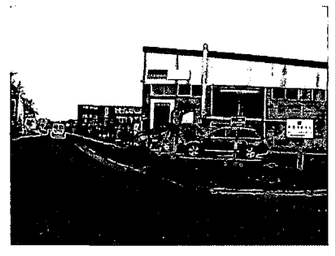


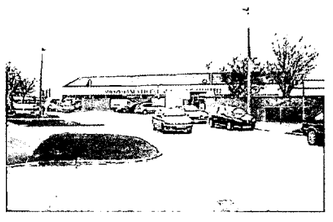












Views in and around the site

SUMMARY

The application seeks permission to convert the existing vacant industrial building to 11 self-contained B1/B8 units with associated elevational changes and car parking facilities.

The proposed use of the site for B class use is acceptable in principle and complies with both Structure and Local Plan policies whilst reflecting the main principles for employment opportunities as set out in the submission Core Strategy.

There will be no increase in the footprint or scale of the building and the only external changes will be the cladding of the external elevations, new window frames and roller shutter doors, creating an attractive modern building on this prominent corner plot.

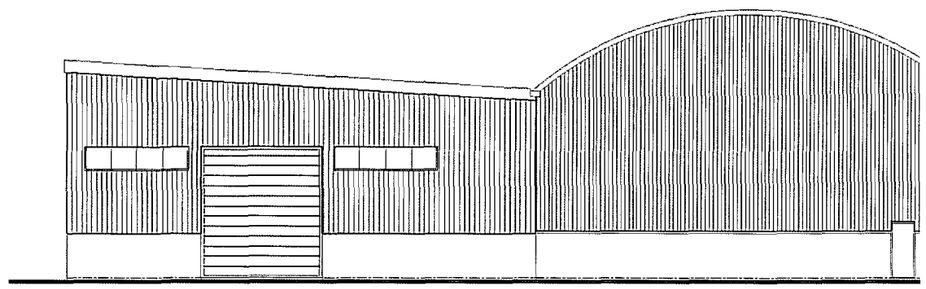
The car park is to be laid out formally to maximise the amount of spaces that can be provided within the curtilage. The northern car park will provide spaces exclusively for the occupiers of unit 11. The main access will be up-graded to provide a larger access allowing two-way traffic movement at the junction with the highway. Formalising the layout of the car parking allows for both pantechnicon vehicles and other larger vans to make deliveries to the individual units without inconveniencing other car park users and the swept path diagram illustrates how these larger vehicles can manoeuvre within the site allowing both access and egress in a forward gear.

A Green Travel Plan also accompanies the application which stresses the benefits of finding alternative and more sustainable modes of transport, particularly important in this case where there is restricted parking available.

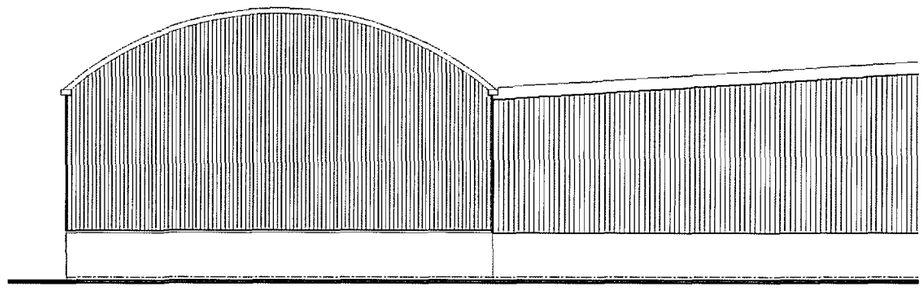
The scheme has been amended to address both the concerns of WSCC Highways and the grounds for the previous refusal. It complies with all relevant planning policy, including the Development Plan. There are no other material considerations which weigh against the application and planning permission should therefore be granted.



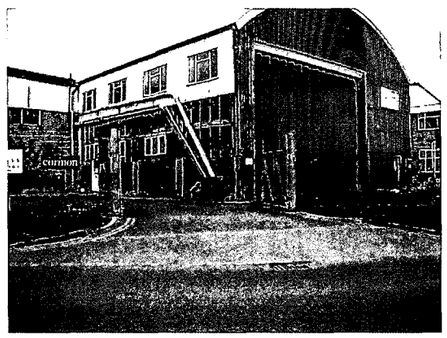


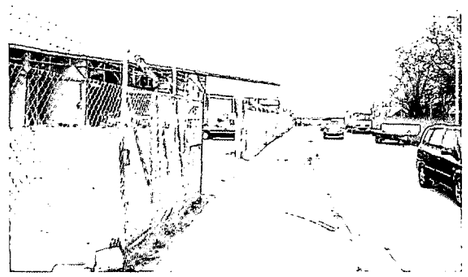


North Elevation

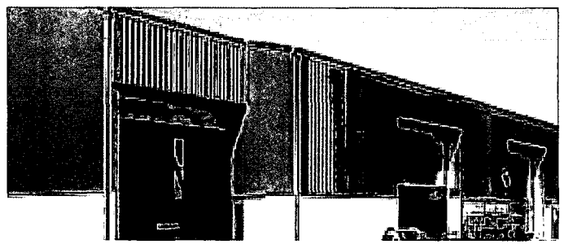


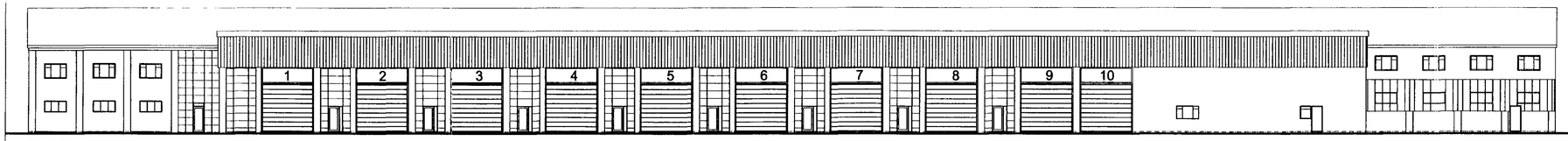
South Elevation



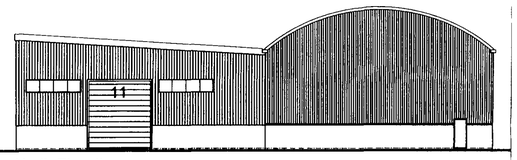


Examples of modern day cladding:

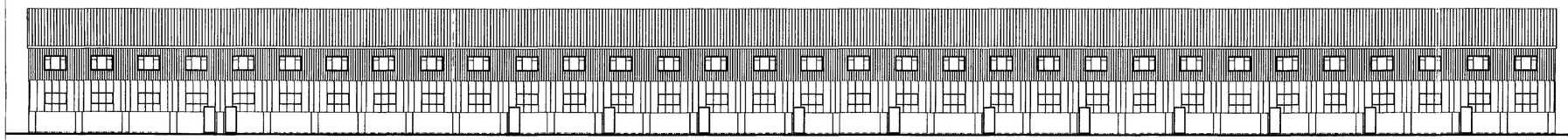




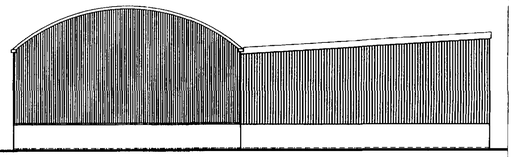
East Elevation



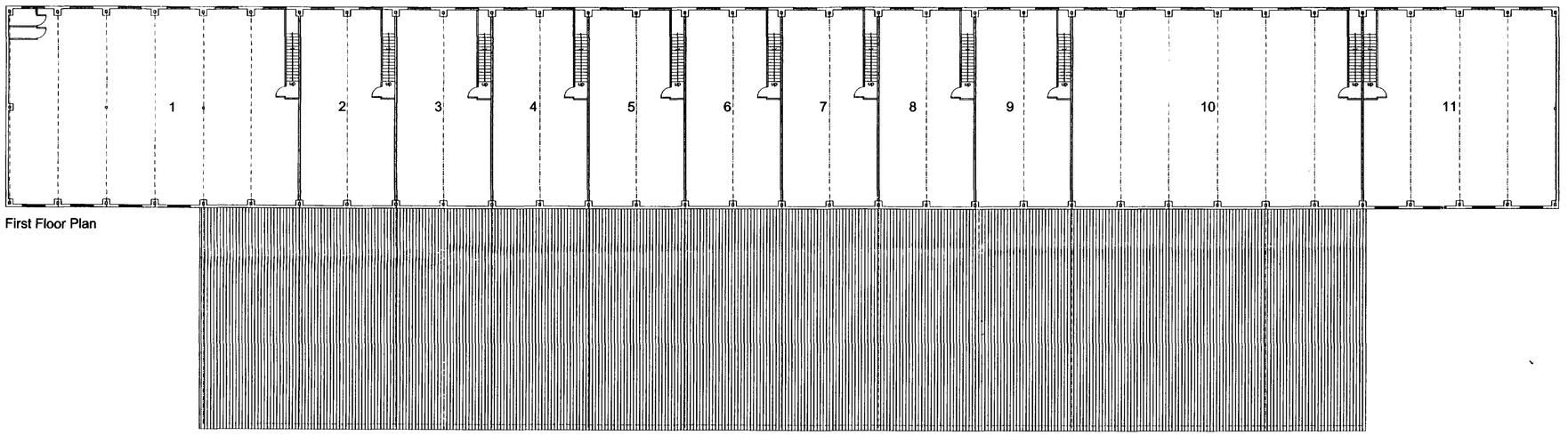
North Elevation



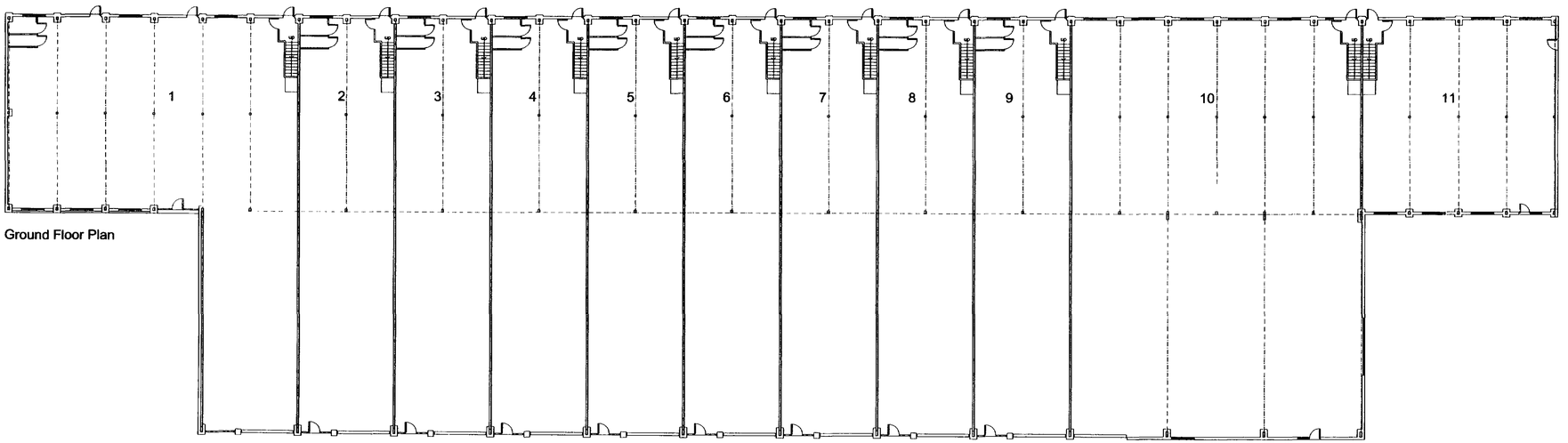
West Elevation



South Elevation



First Floor Plan



Ground Floor Plan

Amendments
DATE RECEIVED 23 APR 2007

A: 30.03.07 Doors and unit numbers amended PP

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client: Jacana Holdings Ltd				
drawing title: Floor Plans and Elevations				
status	drawn by: PP	date: 02.07	scale @ A1: 1:200	scale @ A3
job number: 21536		drawing number: P 03		revision: A

A1 Sheet

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