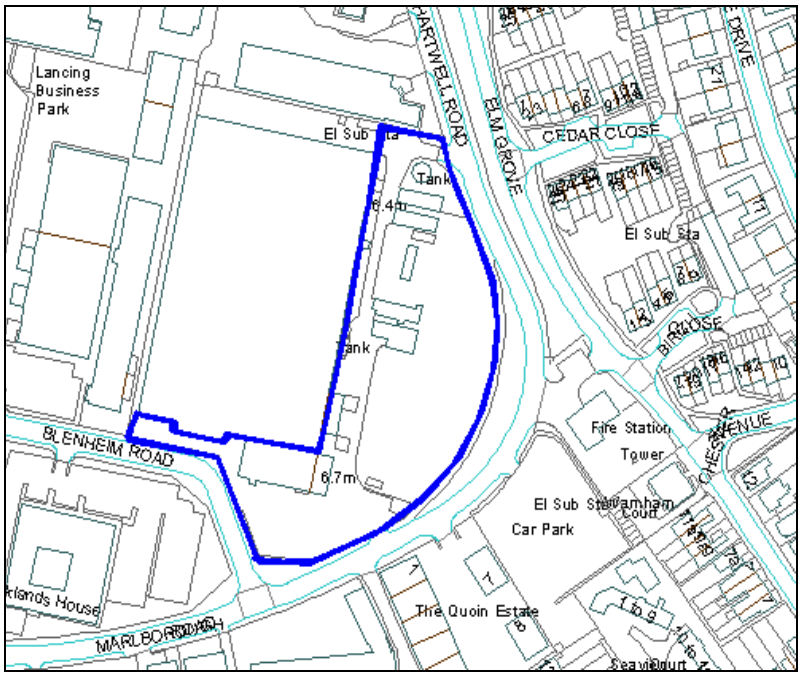
Application Number: AWDM/0687/12 Recommendation – Approve

Site: **Land to east of Manhattan Furniture, Unit 2, 48 Blenheim Road, Lancing Business Park, Lancing, West Sussex, BN15 8UF**

Proposal: **Application for a new planning permission to replace extant planning permission reference ADC/0191/08 for 13 employment units (Classes B1/B2/B8) in 4 blocks (total 1,783.5 sqm) and studio and staff canteen (324 sqm) with associated access roads, parking and landscaping**

Applicant: Mr Ian Coomber Ward: Churchill
Case Officer: Peter Barnett



Not to Scale

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Proposal, Site and Surroundings

The site lies within the Lancing Business Park and is served by Chartwell Road and Marlborough Road which form a one-way loop around the east side of the Business Park. The site is presently an open grassed space on a curve in the road in front of 'Manhattan Furniture', a large industrial building. Planning permission was granted in June 2009 (following resolution to grant permission at the Planning Committee on 30 June 2008 and the completion of a S106 Agreement securing sustainable transport contributions) for the construction of 13 new employment units, ranging from 63sqm to 225sqm in

size, to be used for B1 business, B2 general industrial and B8 storage and distribution purposes (ADC/0191/08).

This application seeks to extend the time limit for implementation of that consent by a further 5 years.

In all, some 1,783.5sqm of business floorspace is to be provided. The development will be served by the two existing accesses onto Chartwell Road at either end of the site which will form an 'in and out' access arrangement. The new units will be located in four blocks around a new access road which will loop off the existing access road. 56 parking spaces will be provided in front of the units.

A mini roundabout will be provided within the site close to its southern entrance which will distribute traffic between the development and the existing Manhattan car park in the south west corner of the site. A replacement canteen and studio is to be constructed adjacent to the south entrance on the site frontage.

Consultations

West Sussex County Council: There is no objection from a transport/highways aspect subject to the re-imposition of the original conditions and the securing of an updated S106 Agreement to reflect the increase in TAD contribution since 2008 (£63,418 is now sought, compared with £46,000 in 2008). The increase is due to an increase in the cost multipliers which have gone up from £650/£325 to £900/£450. However, the Highway Authority accepts that it is for the District Council to make a decision on the requested contribution and it only asks that its comments are taken into account when assessing the validity of the scheme.

Adur & Worthing Councils: The Environmental Health Officer recommends the full contaminated land condition be imposed.

Lancing Parish Council: No objections

Representations

1 letter of objection received from the occupier of 21 Birch Close expressing concern at increased noise to nearby residents

Relevant Planning Policies

Adopted Adur District Local Plan 1993 – 2006 (ADC 1996) (saved policies): AG1, AE2, AE4
West Sussex Parking Standards and Transport Contributions Methodology (WSCC 2003)
The Provision of Service Infrastructure Related to New Development in West Sussex – Part 1 (WSCC 1999)
South East Plan (GOSE 2009): SCT1, SCT2, SCT3, RE3, CC1
National Planning Policy Framework (CLG 2012)

Planning Assessment

Principle

The proposal is acceptable in principle because the site is located within the Lancing Business Park which is specifically identified for business, industrial and storage use in the Local Plan (AE2 & AE4). AE2 states that development for purposes within Use Classes B1 and B2 will be granted subject to restriction to B1 for those parts in close proximity to dwellings; to access and parking arrangements being acceptable; to the design being acceptable in the local environment and to landscaping. AE4 states that mixed use redevelopment for B1, B2 and B8 purposes will be supported.

The proposal therefore accords with the adopted policies and also with the South East Plan, which gives priority to encouraging employment development within the Sussex Coast Priority Area for Economic Regeneration, and the NPPF which has a presumption in favour of sustainable development.

Residential amenity

There are dwellings to the east of the site, on the opposite side of Elm Grove in Cedar Close and Birch Close, the nearest of which is 33m from the site boundary. The development has been designed to be 'inward-looking' with the backs and ends of the units facing Chartwell Road. All parking (with the exception of lorry parking behind units 1 and 2) and loading would take place within the central courtyard formed by the new buildings. While B2 use is included within the application, the noise from the units should be reduced to as a consequence of the orientation of the units.

The Council's Environmental Health Officer previously had no objection to the proposal provided there was control over the hours of operation and air conditioning. There is also a need for acoustic mitigation of the air extraction plant at the existing factory. These can all be controlled by condition as before.

Visual amenity

The site is currently open (although enclosed by a chain link fence) and provides a pleasant space within the otherwise built-up industrial estate. The application will inevitably change the character of this area by bringing buildings closer to the road edge. However, the proposal makes more effective use of urban land and will provide additional industrial units within an established industrial estate.

The buildings will have a functional appearance typical of modern business and industrial units in the area. Large roller shutter doors will be positioned on the inward-facing elevations with the rear elevations plainer in appearance but with interest added by the brick contrast in between metal cladding. The roofs will be shallow pitched and metal clad, rising to a height of 6.5m.

The loss of open space will be mitigated to some extent by the provision of planted landscaping around the perimeter of the site which will help to soften the appearance of the buildings. Full details of the type of species to be planted can be reserved by condition. The buildings will also be separated from the road by the existing 10m wide grass verge (outside the site boundary).

Access and parking

The site is considered to be within a sustainable location, being relatively close to public transport facilities and local services. A sufficient number of parking spaces (56, including 13 disabled spaces) are to be provided, which is considered to be acceptable. 20 covered cycle parking spaces are also to be provided.

WSCC has indicated that a revised transport contribution of in excess of £63,000 would be required as a result of this development. This represents an increase of more than £17,000 since the previous permission was granted. The agent acting on behalf of the applicant has commented that such an increase adds to the financial burden of providing employment-generating development. He is concerned that the required contribution is very high and will only serve to inhibit employment growth, contrary to the aims of the Government as set out in the NPPF.

The proposed increase is significant and, in the current economic climate, it may well affect the viability of the development. The Council should be seen to support employment-generating developments such as this and, on balance, it is recommended that the increase in S106 contribution is not sought on this occasion.

Traffic generation is predicted to be relatively low in comparison with existing traffic, with 23 vehicular trips generated during peak periods. WSCC as the Highway Authority is satisfied that the development will not noticeably add to the congestion currently experienced at the A259 Brighton Road/Western Road junction. A staff Travel Plan will be required as part of any permission, to further reduce reliance on the private car to access the development.

Recommendation

Subject to completion of a Deed of Variation to the original S106 Agreement requiring payment of the previously agreed £46,000 towards sustainable transport improvements in the area, APPROVE for the reason:-

The proposed development is within the built-up area and would help meet the need for additional employment provision and economic and environmental regeneration without detracting from the local environment. It can take place without resulting in unacceptable detriment to the amenities of neighbouring properties and without detraction from highway safety. It would consequently not conflict with the relevant policies of the Adur District Local

Plan (AG1, AE2, AE4) and the South East Plan (SCT1, SCT2, SCT3, RE3, CC1)

Subject to Conditions:-

1. 5 year time limit
2. Details of walls, fences to be approved and implemented
3. Car and cycle parking spaces and access facilities related to be constructed and retained
4. The buildings hereby permitted shall not be occupied until a Staff Travel Plan has been submitted to and approved in writing by the LPA. The Travel Plan shall thereafter be implemented in accordance with the approved details
5. Technical details of accesses to be approved and sight lines, etc. provided and retained
6. Temporary provision for contractors materials etc. on the site
7. Temporary wheel cleaning facility during construction work
8. Restriction of hours of working to 8am-6pm Mon-Fri and 8am-1pm Sats
9. No outside storage or display
10. No outside working
11. Landscaping scheme to be approved and implemented and replacement of trees/shrubs that die
12. External materials to be submitted and approved
13. No external lighting unless details submitted to and approved in writing by the LPA
14. Provision for waste storage
15. Surface water drainage details
16. Ground contamination investigation and remediation
17. Clean uncontaminated fill only
18. Details of extraction/externally-sited plant
19. No development shall take place until details of a scheme to mitigate noise from the existing air extraction plant at the Manhattan building have been submitted to and approved in writing by the local planning authority and the approved details shall be implemented before the new buildings hereby approved are first occupied.
20. Approved Plans