

Parish: Chichester	Ward: Chichester South
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CC/14/03681/REG3

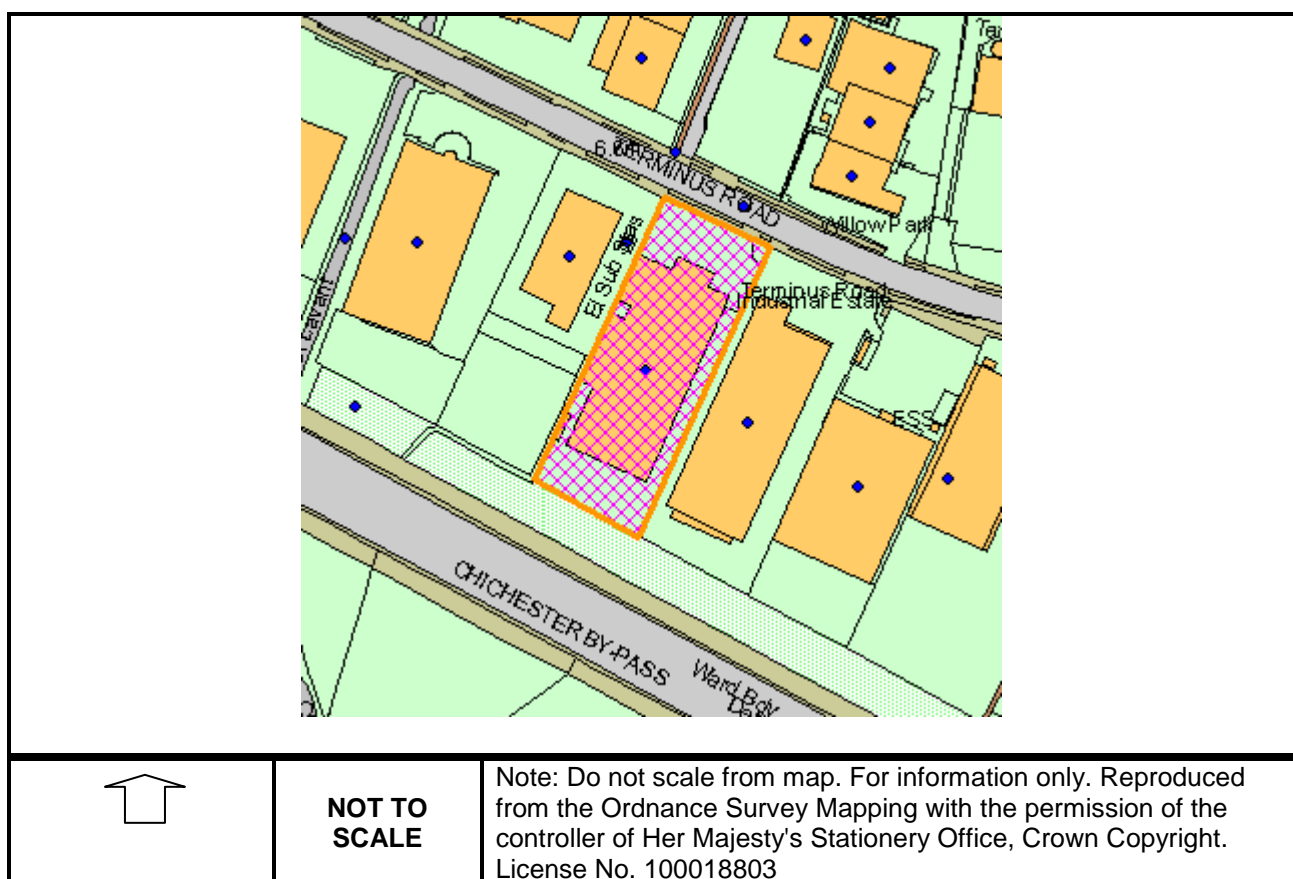
Proposal Outline planning permission for up to 5no. B2/B8 commercial units with ancillary trade counter use and associated parking and servicing (total floorspace circa 2,200sqm)

Site Plot 21 Terminus Road Chichester West Sussex PO19 8UH

Map Ref (E) 485221 (N) 104203

Applicant Mr Patrick Harrison (Chichester District Council Estates)

RECOMMENDATION TO PERMIT



**NOT TO
SCALE**

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1.0 Reason for Committee Referral

Applicant is Chichester District Council

2.0 The Site and Surroundings

2.1 The application site is within the established Terminus Road industrial estate, located about half way between Chichester Gate and the A27/A259 Fishbourne Roundabout.

The site is on the south side of Terminus Road and backs onto the A27 by pass. A public right of way runs parallel to the site's western boundary.

2.2 The site comprises a large single industrial building of approximately 2,192sqm footprint formerly used as a manufacturing facility by Goodwood Metalcraft. The building has brick elevations and pitched corrugated roofing with clear lighting panels. There is a two storey flat roofed brick entrance and office area to the north elevation, a two storey flat roofed office section to the south elevation, and covered workshop bays to the west elevation. The majority of the building is an open plan workshop area with two partial mezzanine floors. The building currently offers some 2,865sqm floorspace in the B2 (industrial) use category.

2.3 Access to the site from Terminus Road is achieved from the north east corner. There is a parking area to the north of the building with metal posts separating the site from the pavement. There is a further parking area to the south of the building accessed by a tarmacked route along the eastern site boundary. The public right of way to the west runs between the brick elevations of the subject industrial building and a 2m chain link fence marking the boundary of the neighbouring premises, with occasional trees and vegetation along the route. Beyond the southern boundary is a belt of mature trees and overgrown scrub which form a buffer to the A27.

2.4 Neighbouring land uses are typically B2, B8 or sui generis, and include manufacturing and distribution facilities, design and engineering premises, vehicle dealerships and repair garages, and an ambulance station. The neighbouring buildings are of various ages and appearances. The majority are two storeys in height and typical in appearance for industrial buildings being single or multi span metal framed structures, with either brick or composite cladding. The building to the immediate east of the application site is a two storey industrial building dating, like the application site, from the mid C20th, with a flat roofed brick and glazed frontage and light coloured cladding. It is used as a charity donation centre. To the west is a full two storey building of white and blue painted brick with large areas of glazing and a dominant gable design end on to Terminus Road. This is used by an IT firm, Gemini Data Loggers. Beyond this to the west is a modern single span building with a curved clad and glazed feature tower to the front elevation, used by Harwoods Jaguar and Aston Martin for vehicle sales, servicing and maintenance. The largest buildings directly front Terminus Road, while the smaller units are accessed from shared parking areas.

3.0 The Proposal

3.1 This application is in outline form, with access, layout and scale for consideration at this stage, and appearance and landscaping to follow through reserved matters.

3.2 The application proposes the replacement of the existing single user industrial building with a single building to contain up to 5no B2/B8 units, each with the potential for a mezzanine floor. The building would be sited in a similar position to the existing, close to the western boundary and set back from the north, east and south to provide parking areas. The access point onto Terminus Road would be retained in its existing position.

3.3 The plans show each of the 5 units would provide between 379sqm and 453sqm (including a storage mezzanine each), giving a total of up to 2,117sqm (gross internal area). The total gross internal floorspace without mezzanines would be 1,412sqm.

3.4 Illustrative details submitted for the form and appearance of the building show a typical modern industrial unit, with a low pitched roof and composite cladding. The building

would have a ridge height of up to 8.4m and eaves of up to 7.5m and a footprint of approximately 1,530sqm.

3.5 It is anticipated that each unit would employ approximately 5 people, giving a total of 25 for the site. The proposal would provide 53 vehicle parking spaces, to include 20 long wheel base transit spaces. Tracking details have been provided to demonstrate access and turning to the southerly parking area by a 2 axle rigid body vehicle.

3.6 It is proposed that the units would be operated for B2 or B8 purposes, with up to 40% available floorspace per unit for trade counter purposes. This is the same percentage as is operating in many of the business premises adjacent to the Bognor Road, including the Portfield Trade Centre (01/01250/COU) and Chichester Trade Centre (09/04992/FUL).

3.7 The proposal has been amended during the course of the application in response to changing applicant requirements and continued discussions with Highways England and WSCC Highways. The additional proposals for the demolition of the building and temporary parking for up to 24 months have been removed from the scheme.

4.0 History

94/00666/FUL	PER	Extension to factory.
97/01183/FUL	PER	Addition of porch and fire escape.
97/02194/FUL	PER	Extension to factory.
98/01060/FUL	PER	Extension to factory (amended design to approval CC/97/02194/FUL).
CC/00836/90	PER	Extension to factory building.
14/03681/REG3	PDE	Outline planning permission for up to 5no. B2/B8 commercial units with ancillary trade counter use and associated parking and servicing (total floorspace circa 2,200sqm)
15/03143/REG3	PCO	Demolition of existing redundant commercial facility and construction of new replacement B2/B8 unit with ancillary trade counter, comprising 2,024m ² of B2/B8 of gross floor-space with associated parking and servicing.

5.0 Constraints

Listed Building	NO
Conservation Area	NO
Rural Area	NO
AONB	NO
Strategic Gap	NO
Tree Preservation Order	NO
South Downs National Park	NO
EA Flood Zone	NO
- Flood Zone 2	NO
- Flood Zone 3	NO
Historic Parks and Gardens	NO

6.0 Representations and Consultations

Chichester City Council

6.1 No objection

Highways England

30 January 2015

6.2 The application site is adjacent to the A27 Chichester by-pass between the A27/A286 Stockbridge roundabout and the A27/A259 Fishbourne roundabout. Our interest relates to the impacts of vehicular traffic on the A27 and particular the Fishbourne and Stockbridge roundabouts.

6.3 Holding direction issued to 30 April 2015.

6.4 Information required:

- Clarify the existing permitted use of the site and level of associated traffic movements.
- Transport statement/transport assessment to adequately review the traffic movements associated with this development, as there could be a sizeable impact on the A27
- Policy analysis to confirm whether the employment floorspace proposed is in addition to that proposed under the Local Plan. An overall transport assessment for Terminus Road is advised. The evidence base for the Local Plan does not specifically account for 2,200sqm B2/B8 floorspace on the application site. Consider Circular 02/2013 and committed development
- Trip generation using an appropriate methodology
- Junction capacity impact assessment to review the impacts on the A27/A259 Fishbourne roundabout and A27/A286 Stockbridge roundabout junctions
- Travel plan
- Construction management plan

30 April 2015

6.5 Further to comments provided 30 January 2015, when the Highways Agency directed that planning permission should not be granted for a specified time expiring on 30 April 2015 due to insufficient information to enable the Agency to form a view on the potential impacts upon the A27. The information is still outstanding. Highways England is not able to extend this 'holding direction' and therefore strongly recommend CDC do not grant this planning application until we have had the opportunity to ensure that any impacts on the A27 have been adequately assessed and mitigated if necessary.

4 June 2015

6.6 The SRN through Chichester is regularly congested and our concern with respect to Plot 21 is the impact on the A27 and in particular the Fishbourne and Stockbridge roundabouts, specifically whether there would be any adverse safety implications or material increase in queues and delay as a result of development.

6.7 Trip generation, distribution and assignment: the trips expected (14 peak AM and 18 peak PM worse case) would only be slightly higher than the existing use. Therefore the Bellamy Roberts conclusion that the impact of the increase in traffic is minimal is reasonable in our view.

6.8 Junction capacity impact assessment not required due to satisfactory trip generation conclusions.

6.9 Due to the minor change in trip generation, a travel plan is not required.

6.10 Construction management plan strongly recommended. This needs to take into account traffic implications on the operation of the A27 trunk road is included as a planning condition. No information presently available.

WSCC Local Development Division (July 2015)

Background

6.11 This is the second WSCC highways and transport response to the above planning application, following the preparation of a Transport Statement (dated May 2015) and a further letter (dated 29th June 2015). In summary WSCC wish to raise no objection to the proposed development, subject to conditions.

6.12 Two site layout options are under consideration, and so the Transport Statement has assessed both schemes, which have 1794sqm and 2117sqm floor space respectively.

Vehicle movements

6.13 TRICS analysis shows that the level of trips will not significantly change as a result of the development, even with the larger layout option. In order to account for the fact that the larger scheme would include trade counters, an additional trip rate has been calculated, using only those industrial units within TRICS that include a trade counter. The existing use is estimated to generate 16 two way AM peak trips, and 13 two way PM peak trips. The larger scheme with trade counters will generate 14 two way AM peak trips, and 18 two way PM peak trips, and as such the impact upon highway capacity will be minimal.

Access

6.14 The access is currently in a poor condition, and as such a condition will be required to ensure that the access is returned to a good standard, fit-for-purpose. Pedestrian access is to be provided as per the existing situation from Terminus Road.

Temporary parking use

6.15 Vehicles will be delivered via car transporter, with two deliveries anticipated per week. A vehicle tracking diagram shows that this vehicle can manoeuvre safely through the access, and turn on site without obstructing the proposed car parking spaces. The two car dealerships that currently use Plot 12 Terminus Road for car storage have calculated the number of movements their existing storage area generates which give figures of 0.658 and 0.2 movements per car parking space per day. For robustness, the higher trip rate has been applied to the proposed temporary car storage area, which the submitted plan confirms has 40 spaces. The letter of 29th June calculates a daily trip generation of 7 vehicles, although this would appear to be incorrect - 40 spaces x 0.658 movements per space = 26 vehicle movements per day. The LHA are content that this level of trip generation will not have a significant impact upon highway capacity.

Parking standards

6.16 The requirements of 1 space per 40sqm for B2 use are met by the larger scheme, with 53 spaces required, and 53 provided (inc. LWB Transit spaces). Appropriate levels of cycle parking have been shown, with 7 Sheffield stands equating to 14 spaces. However, the smaller scheme requires 45 car parking spaces and 37 are currently shown, and this should ideally be reviewed. No cycle parking has currently been shown for the smaller scheme and is required in accordance with WSCC's parking standards.

6.17 Tracking diagrams have been provided for both scheme options. The larger option shows appropriate tracking for a refuse vehicle and a pantechnicon (on the site layout), on the basis that a 16.5m articulated vehicle would not service the smaller units proposed in the larger scheme. The smaller scheme option satisfactorily shows tracking for a refuse vehicle and a 16.5m articulated vehicle.

6.18 WSCC wishes to raise no objection to the planning application, subject to conditions relating to access, car parking and turning, on site parking, turning, loading and unloading of larger vehicles, cycle parking and construction management.

WSCC Public Rights of Way

6.19 In principle the PROW team has no objections to the proposals but the footpath FP176 to the west of the site must remain open and available at all times for lawful users unless a temporary closure granted by WSCC. If the surface is damaged by works, it must be reinstated.

WSCC Infrastructure (original comments)

6.20 TAD due £25,913.

WSCC Infrastructure (further comments)

6.21 No TAD due.

WSCC Lead Local Flood Authority

6.22 Low risk of surface water flooding. Any existing surface water flow paths across the site must be maintained. Any excavated material kept on site should be located in areas designed and designated for that purpose.

6.23 High risk/susceptibility of groundwater flooding. The general geology in the area may be suitable for infiltration/soakaways, to be demonstrated through appropriate assessment. Potential for groundwater contamination within source protection zone will require consultation with EA if considered a risk.

6.24 No ordinary watercourses within or in close proximity to the site. The River Lavant is 90m away. No records of historic flooding on site or in close vicinity. Terminus Road has a positive highway drainage system likely to discharge into the River Lavant.

6.25 No details of surface water management arrangements provided. This information should include arrangements during the temporary parking duration. FRA required. General advice on SuDs and management provided.

CDC Planning Policy

6.26 The application clearly meets the objectives set out in Policy 11 and falls within the category of proposals that make more efficient use of underused employment sites and premises referred to in Policy 26. However, the LP policies do not specifically address any implications arising from redevelopment that retains employment uses but nevertheless leads to a net loss of floorspace. Policy 26 and the marketing tests set out in Appendix E are required to justify the loss of employment sites to other uses, however here the current B2 use would be retained.

6.27 Despite gaps in the marketing details provided, there appears to be strong evidence that the current premises cannot easily be let and that the site would be more marketable if redeveloped to provide modern business units. This approach is also supported by CDC Economic Development.

6.28 Overall, the general principle of redevelopment whilst retaining the site in business use is supported. In terms of the net loss of floorspace, the exact quantity of floorspace provided through redevelopment is secondary to the number and quality of jobs that are likely to be attracted. Therefore, the small net loss of employment floorspace could be justified if it leads to more marketable business premises. However, it would be helpful to understand the reasons why the application is proposing a reduced floor area and this is not currently explained in the information supporting the application.

CDC Economic Development

6.29 The Economic Development Service supports this proposal. The site has been on the market for almost 2 years; however, interested parties have never proceeded further than an initial viewing. The common reason given for this is that the 50-year-old building on the site is not suitable for modern business purposes. Keeping the site in partial use for car storage, while a developer is found for the site is, economically, a good strategy as it will provide income for the interim period. The redevelopment of the site will provide a segment of regeneration to the area, which will improve the Terminus Road area for the future.

CDC Environmental Health

6.30 A site investigation report has been submitted with this application which concluded that there were no significantly elevated levels of contamination which would pose a risk to receptors or future industrial end-users of the site. Nevertheless various recommendations were made in the report with respect to:

- o Removing discarded barrels and drums containing oil based liquids
- o Recovering oil based liquids from the internal pits
- o Carrying out additional gas monitoring at the site.

Condition N21G part 3 should therefore be applied to ensure these recommendations are undertaken.

6.31 A method statement for the demolition and clearance works has been provided by Wessex Demolition and Salvage Ltd. It is noted that there is licensable asbestos clearance work required and the contractor should ensure that all operatives are appropriately qualified and that all waste is disposed of to a licensed facility. All other wastes must be disposed of in accordance with the relevant Waste Regulations. If any of the internal pits still have oil based products in them, the oil will require appropriate disposal before the void spaces are back filled to ensure all contamination is removed. The environmental considerations specified in section 8 should be put in place in order to control dust from the demolition works. All waste consignment notes should be kept and a copy provided to this authority to confirm the destination of each waste stream.

6.32 It is proposed to use the site to store vehicles for up to 24 months. It is assumed that there will be no maintenance works carried out on the vehicles while at the site. If this is not the case, pollution prevention measures should be put in place and a copy of the proposals should be sent to this authority.

6.33 Outline permission is also being requested for B2/B8 units at the site. Pollution prevention proposals should be put in place where necessary and condition N22F should be applied. Where oil/fuel storage is to be required this should be in bunded areas and condition L09F should be applied. In order to ensure the site is adequately drained, conditions L10F and L11F should be considered. Future occupiers may be required to have an Environmental Permit.

CDC Drainage Engineer

6.34 Surface water drainage must be considered for outline and full applications. Infiltration drainage should be investigated as a priority, with the design backed up by winter groundwater monitoring and percolation testing. The 1 in 100 year storm event plus 30% should be stored on site. Any sewers or watercourses on site should be given a three metre easement for access and maintenance. Suggested conditions include a full surface water drainage scheme.

CDC Waste Services

6.35 Commercial firms may not necessarily use Chichester District Council to collect its trade waste. The following advice is based only on CDC vehicle dimensions and weight, which may differ from what a private waste collection company may use. The layout itself appears to be suitable, offering unimpeded access to the bin store area. The plans however track a 2 axle vehicle, however most CDC refuse freighters have 3 axles and weight 26 tonne. Space is to be available, and surfacing appropriate to cater for a vehicle of this size and weight.

Applicant/Agent's Supporting Information

6.36 A Transport Note was submitted in May 2015 (Bellamy Roberts) to address Highways England and WSCC Highways concerns.

6.37 (September 2015) confirmation received that the applicant would like to retain market flexibility by:

1. Obtaining outline planning permission for up to 5no. B2/B8 commercial units with ancillary trade counter use and associated parking and servicing (total floor-space circa 2,200sqm)
2. Submitting a separate detailed planning application for a new single B1/B2 unit, including demolition of the existing building.
3. Applying separately for temporary use of the site for temporary vehicle storage in due course.

6.38 The design and specification of the existing building is not in line with the requirements of modern occupiers and as such is not commercially viable for a substantial refurbishment. The reduction in floor area is justified on account of the need to comply with current parking, servicing, cycle parking and refuse collection requirements of current day facilities, as well as the demands of new occupiers.

6.39 The applicant has indicated that the maximum space available for trade counters should be 40% and thus consistent with similar recently completed developments in Terminus Road and Quarry lane. It would not be unreasonable to expect 5 full time equivalent employees per unit, a total of 25.

6.40 The applicant does not wish to be restricted to specific hours of use in view of the sites location within an established trading estate sited away from residential properties and in order to provide maximum appeal to potential end-users.

6.41 Marketing details, including particulars, enquiry logs and details of advertising have been provided, dating from September 2014 and April 2015.

6.42 There is demand for small units, following the take up of the vacant units at Chichester Trade Park in Quarry Lane and at the Phoenix Business Centre in Spur Road off Quarry Lane and in St James Industrial Estate, however such a development would have to be built speculatively to attract occupiers. The applicant's preference is to pre-let a single unit on this site, however may be prepared to undertake speculative development for small units as proposed if no single occupier is found.

6.43 The applicant has applied to WSCC for a 6 month temporary stopping up order of the public right of way during works. The new development will incorporate palisade fencing along the boundary with the footpath to keep the path visible, light and not create an area for anti-social behaviour.

7.0 Planning Policy

The Development Plan

7.1 The Development Plan for Chichester District comprises the Chichester Local Plan Key Policies 2014-2029 and all made neighbourhood plans and Development Plan Documents (DPD). There is no made neighbourhood plan or DPD for Chichester City at this time.

7.2 The principal planning policies relevant to the consideration of this application are as follows:

Chichester Local Plan: Key Policies 2014-2029

Policy 1: Presumption in Favour of Sustainable Development
Policy 2: Development Strategy and Settlement Hierarchy
Policy 3: The Economy and Employment Provision
Policy 8: Transport and Accessibility
Policy 9: Development and Infrastructure Provision
Policy 10: Chichester City Development Principles
Policy 11: Chichester City Employment Sites
Policy 12: Water Resources in the Apuldram Wastewater Treatment Catchment
Policy 13: Chichester City Transport Strategy
Policy 26: Existing Employment Sites
Policy 28: Edge and Out of Centre Sites - Chichester Policy
Policy 39: Transport, Accessibility and Parking
Policy 40: Sustainable Design and Construction
Policy 49: Biodiversity

National Policy and Guidance

7.3 Government planning policy now comprises the National Planning Policy Framework (NPPF), paragraph 14 of which states:

At the heart of the NPPF is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking:

For decision-taking this means unless material considerations indicate otherwise:

- *Approving development proposals that accord with the development plan without delay; and*
- *Where the development plan is absent, silent or relevant policies are out-of-date, granting planning permission unless any adverse impacts of doing so would significantly or demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in (the) Framework indicate development should be restricted.*

7.4 Consideration should also be given to paragraphs 6-13 (sustainable development principles), 17 (core planning principles), section 1 (economy), section 2 (town centres), section 4 (transport), section 10 (climate change, flood risk), section 11 (natural environment), decision taking and implementation.

Other Local Policy and Guidance

7.5 The following Supplementary Planning Guidance is material to the determination of this planning application:

The Provision of Service Infrastructure Related to New Development in Chichester District (Parts 1 and 2)

7.6 The aims and objectives of the Council's Sustainable Community Strategy are material to the determination of this planning application. These are:

A1 - A strong local economy where businesses can thrive and grow
A2 - Employees with good skills relevant to local employers, prepared for national and international competition and with well-paid and secure jobs
A3 - Vibrant and sustainable City and market towns, with a good range of business and retail types
A4 - The district to be known as a centre for creative and innovative industries building on our rich arts and heritage base
B1 - Managing a changing environment
B3 - Environmental Resources
C6 - Health Protection
E1 - Traffic management in the district will improve so as to reduce congestion
E2 - There will be improved cycling networks and strong links to public transport to ensure that cycling is a viable alternative to using the car
E3 - There will be a decrease in the numbers of road traffic collisions in the district

8.0 Planning Comments

8.1 The main issues arising from this proposal are:

- i. The principle of redevelopment for continued employment purposes
- ii. The reduced floorspace
- iii. Transportation impacts on the A27
- iv. Access and parking
- v. Environmental impacts

Assessment

Principle

8.2 This site forms part of a substantial existing established industrial and commercial site with strong transport and business links to Chichester and the trunk road network. The current site is currently vacant and has been on the market since May 2013.

8.3 Opportunities to enhance the site and re-provide more attractive and desirable business floorspace are recognised in the Employment Land Review (2011/13) and carried through into the submitted Local Plan (policies 1, 3, 11) specifically policy 11 which states clearly that the Council will "support the refurbishment and redevelopment of premises for business purposes and promote upgrading and environmental improvements to the industrial estates at Terminus Road and Quarry Lane". The supporting text further offers support for the redevelopment and intensification on the city's existing industrial estates (para 12.9), refurbishment and redevelopment for business purposes in Terminus Road (12.12) and the provision of small office and business units, managed workspace (12.13). Local Plan Policy 26 and the supporting text 16.1-16.6 advocate making the best use of available land for business use. These intentions accord with the focus of the NPPF on economic growth as a fundamental factor in achieving sustainable development.

8.4 Local Plan Policy 26 states that planning permission will be granted for proposals which make more efficient use of underused employment sites and premises, subject to the proposals being acceptable in terms of noise, traffic levels, pollution. Evidence requirements relating to the marketing of commercial sites are set out in Appendix E of the draft LP.

8.5 The principle of the redevelopment of the site for commercial purposes is therefore supported.

The reduced floorspace

8.6 The application site has an area of around 0.4 ha and the floorspace of the existing building is stated as being 2,865 sqm Use Class B2, with a footprint of some 2.192 sqm. The proposed redevelopment would provide 5 units of 380-450 sqm, giving a total gross internal ground floor area of 1,412 sqm. The design would allow space for potential mezzanine flooring which would include the total floor area to 2,117 sqm. The net loss of employment floorspace would therefore amount to between 748 sqm and 1,455 sqm. The application would retain the floorspace in employment uses, but would allow flexibility for either B2 or B8 floorspace with ancillary trade counter option.

8.7 The premises was last used for Goodwood Metalcraft, who went into administration in late 2013. The premises has been vacant since December 2013 and has been marketed by Henry Adams Commercial since May 2013. As the existing commercial use will be retained within the B use category, a full marketing assessment in accordance with Local Plan Appendix E is not required. However, it is pertinent to consider whether the proposed redevelopment of the site maximises the amount of deliverable floorspace and sufficient justification is given for any loss.

8.8 Firstly, addressing marketing, the property was first marketed on instruction to sell the head lease or to let the building in its existing condition. This approach attracted little commercial interest, and the 10 enquiries received were not progressed beyond the initial interest stage due to the condition of the building and the lease arrangements. The head lease was then surrendered back to CDC in February 2014. New particulars dated April 2014 confirmed a development lease would be available, or a B1, B2 or B8 facility could be built subject to an appropriate pre-let agreement. The enquiry log dated October 2015 identifies 29 enquiries since March 2014, with interest in the premises from parties with retail (furniture, vehicles), automotive, leisure, storage and general industrial requirements, with units requested where stated from 3,000sqft to 30,000sqft. The evidence demonstrates there is interest in commercial uses on the site and the existing building and site does not meet the needs of the interested operators. It is therefore reasonable to conclude that redevelopment is a practical and sustainable option, and will retain and secure commercial use of the site.

8.9 Secondly addressing site capacity and development potential, the parking and servicing requirements of modern commercial space are influential in establishing the maximum capacity of the site for redevelopment. A direct replacement of the existing footprint would not allow sufficient parking or turning space and it should be noted that the proposed layout would provide 53 spaces, compared with the existing 26. The use of mezzanine floors within each unit increases the floorspace within the parameters of the built form and therefore results in efficient and flexible space for occupiers. Of the three options explored in detail with the applicants, a single occupier (2,024sqm), 2 units (1,794sqm) and 5 units (2,117sqm), the 5 unit scheme currently proposed, with the mezzanines, would provide the greatest floorspace.

8.10 It is therefore considered that the proposed development has taken all reasonable opportunities to maximise the development potential of the site for commercial purposes. It also demonstrates the Council's commitment to promote upgrading Terminus Road to reflect current business needs. Furthermore, with reference to LP policy 11, the redevelopment will bring environmental improvements, to be discussed below.

Transportation impacts A27

8.11 The site is accessed directly from Terminus Road, which joins the trunk road network at the A27/A259 Fishbourne Roundabout, 600m west of the application site. The existing use of the site is B2, comprising 2,865sqm floorspace and provides 26 vehicle parking spaces.

8.12 Further information has been submitted during the course of the application to address the initial concerns raised by Highways England and WSCC on receipt of the application in early 2015. The latest Transport Note (May 2015) considers the traffic generation associated with the existing use and the proposed, to establish the impact on the A27 corridor, and the effects on the site and Terminus Road in terms of parking and access requirements. The transport assessment was prepared with two options in mind: option 1 for 5no B2/B8 units with mezzanines (2,117sqm) and option 2: 2no B2/B8 units with mezzanines (1,794sqm). Option 1 forms this application.

8.13 The transport note concludes that the proposed use would generate less traffic than the existing use during the AM and PM peak times. As such, the proposal would result in no significant change in the traffic pattern of the existing site and would have no material impact on the surrounding highway network, including the A27 corridor or A27/A259 junction. The development falls below the threshold for a Travel Plan (4,000sqm for a B2 category). Construction traffic necessarily needs to be evaluated and monitored, and this can be reasonably and justifiably addressed by condition.

8.14 These conclusions have been supported by Highways England, with the information sufficient to demonstrate there will be no material impact on the trunk road network. The strong recommendation for a construction management plan to be agreed prior to works commencing on site is capable of being sought and approved by condition in the event of approval.

Site access and parking

8.15 The Transport Note and supporting tracking and parking plans demonstrate the proposed development would meet current requirements and be a significant improvement compared to the existing site in terms of parking provision and servicing. Furthermore it is identified that a building of the size of the existing, for a B2 use, would generate a need using current requirements for 54 car parking spaces, whereas only 26 are provided. The proposed development is able to provide for its requirement of 53 spaces, and these include 20 spaces suitable for long wheel base commercial vans. The tracking plans on the proposed site plan shows larger delivery vehicles can access the rear of the site. Sufficient cycle parking to meet WSCC requirements, comprising 7no Sheffield stands for 14 bicycles, is also provided on the plans. Refuse servicing can also be accommodated using the proposed layout. The proposed arrangements therefore meet WSCC Highways requirements and would result in a net benefit over the existing arrangements, by ensuring all generated parking needs can be accommodated within the site boundaries.

8.16 The access onto Terminus Road is to be retained as existing, however WSCC recognise this access is poor in condition and will need to be provided to a good standard before first use, with safe pedestrian access. WSCC is satisfied these works are capable of being addressed by condition, and separate technical consents.

8.17 Based on the above assessment and related consultation responses, it is considered that the proposal would comply with policy 39 of the Local Plan. Conditions are

recommended to require the appropriate delivery of the access improvements, parking spaces and the submission of and adherence to a detailed construction management plan.

Environmental impacts

8.18 The site investigation report submitted with this application concluded that there were no significantly elevated levels of contamination which would pose a risk to receptors or future industrial end-users of the site. Nevertheless various recommendations were made in the report with respect to matters including removing discarded barrels and drums containing oil based liquids, recovering oil based liquids from the internal pits and carrying out additional gas monitoring at the site. These recommendations would need to be followed properly to avoid risk to people and the environment and can be secured by condition. A condition is also proposed to ensure the contamination verification reports are submitted and approved prior to first use of the units. The combination of the specific contamination remediation conditions and a detailed construction management plan covering environmental matters will be sufficient to result in a safe development that will comply with NPPF paragraphs 120-122.

8.19 A full flood risk assessment was not required due to the size, flood zone 1 location and industrial nature of the site. It is fundamental however that surface water is properly managed to avoid contamination of groundwater, drainage onto the highway, and ponding on site. To this aim, the redevelopment of the site offers an opportunity to review the drainage context of the site and deliver a scheme that is significantly better than the existing arrangement. It would be expected that the proposed drainage scheme would maximise the potential for infiltration drainage and would ensure climate change mitigation is built into the calculations. The full details can be appropriately sought and secured by condition, and will ensure compliance with Local Plan policies 40 and 42.

8.20 The site forms part of an established industrial estate with limited sensitive receptors nearby. It is proposed that setting appropriate hours of use, restrictions on external storage of materials, limiting noise disturbance from machinery or other equipment, and minimising external lighting can reasonably be secured by condition. It is noted that the applicants have sought flexibility in terms of hours of use, however the proposed restrictions echo those already in place for neighbouring premises along Terminus Road. Any requests to amend these restrictions to suit individual occupiers will be assessed on merit if amendments are required. These conditions will enable the proposal to comply with NPPF paragraph 123 and Local Plan policy 40.

8.21 It is expected that the reserved matters application(s) would demonstrate how the relevant criteria of Local Plan policy 40 will be met through detailed design, specifically, demonstrating the proposal will apply sound sustainable design and good environmental practices, sustainable building techniques and technology (criteria 4), minimise energy consumption and maximise the use of energy supplied from renewable sources (criteria 5), provide for suitable on-site waste reduction and recycling facilities (criteria 3) and include planting and surfacing that is adaptable to climate change (criteria 6). These matters can be confirmed as necessary through conditions.

8.22 With reference to the above, it is considered that the environmental impacts of the development can be satisfactorily controlled through conditions and the proposal will therefore comply with Local Plan and national policies and best practice in this regard.

Other matters

8.23 WSCC has confirmed there is no TAD infrastructure requirement due from this development. The development would be exempt under CIL as it is commercial development in the B use category.

Significant Conditions

8.24 Key conditions will include a construction management plan for highway and environmental impacts, contamination remediation works, drainage, access and parking requirements. A 40% restriction will be applied to any trade counters to ensure this function remains ancillary to the primary B2 or B8 use of the units. The appearance and landscaping of the development will be covered by subsequent reserved matters application(s).

Conclusion

8.25 Based on the above assessment, it is considered the proposal complies with development plan and national planning policies and supports economic development and sustainable growth of the local economy, through more efficient and effective re-use of an established industrial site in an accessible and practical location. There are no material environmental impacts. The application is therefore recommended for approval.

Human Rights

8.26 In reaching this conclusion the Human Rights of the applicants and nearby occupiers have been taken into account when reaching this recommendation and it is concluded that the recommendation to permit is justified and proportionate.

RECOMMENDATION PERMIT

- 1 U97638 - Time limit Outline
- 2 A04F Time Limit - Reserved Matters
- 3 U97680 - Plans
- 4 U97640 - Demolition and Construction Management
- 5 U97649 - Contaminated land
- 6 U97654 - Surface water drainage details
- 7 U97653 - Surface water contamination prevention
- 8 U97683 - Building size
- 9 U97693 - Sustainable design and construction
- 10 U97642 - Reconstruction of access
- 11 U97655 - Delivery of parking and turning spaces
- 12 U97656 - Cycle parking provided
- 13 U97675 - Waste and recycling
- 14 U97672 - Lighting
- 15 U97650 - Contamination verification report
- 16 U97651 - Storage of fuel oil or chemicals
- 17 U97659 - Use restriction incl trade counter
- 18 U97681 - Hours of use
- 19 U97691 - Machinery
- 20 U97679 - External noise restriction equipment
- 21 U97690 - Environmental effects
- 22 U97673 - No external storage

INFORMATIVES

- 23 U97663 - INF advert consent required
- 24 U97657 - INF PROW access
- 25 U97658 - INF WSCC consents
- 26 W36H Wildlife
- 27 W45F Application Approved Following Revisions

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For further information on this application please contact Naomi Langford on 01243 534734