

Planning application for a new industrial building (Unit 35b) for B1/B8 purposes. Relocation of existing site managers office and workshop

The Vinery, Poling, Arundel BN18 9PY.

Planning, Design and Access Statement

August 2017

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Introduction

1. This document is a supporting statement for a planning application for a new B1/B8 storage building (Unit 35b) at The Vinery, Poling. The proposal will be instead of a scheme approved in 2014 for a smaller building. (ref. A/5/15/PL) The building will be located at the eastern end of the Vinery site and will provide 8 small units of 140m2 each for existing and new tenants at the Vinery site. Use of the building is likely to be primarily B8 storage, but there may be occupiers undertaking B1 industrial activity i.e. a use compatible with close proximity to residential areas. The buildings use will reflect the range of uses currently present at the Vinery complex.

2. The existing site managers office will be affected by the proposed development and so will be relocated to a position adjacent to the front gate of the Vinery complex. An existing building being removed from a location to the west of the site will be modified and relocated adjacent to the site manager's office to provide a workshop for site maintenance purposes.

3. The Vinery has been transformed over the past 10 years from a rundown and unused mushroom factory to a modern employment park providing almost 14,000 m2 of employment floorspace, all of which is currently rented out. Since the original approval, further permissions have been granted to permit the relocation within the site, and reuse, of a further 11 former growing tunnels for B8 use (A/120/08) and for any mix of B1 and B8 uses within the site. Permission has also been granted for new units adjacent to unit 34. (A/5/13), and for the new building at unit 35a mentioned above (approved under A/131/13). A major warehouse scheme for Fargro has recently been completed on land to the south of the Vinery complex.

4. The Vinery provides very good quality employment space at extremely reasonable rental rates and is an ideal location for starter companies in particular. The current application has come about as a result of further demand for floorspace from existing tenants of the site as well as prospective tenants.

Context

5. The application relates to a small part of the overall Vinery site as shown on the submitted plans. There are a wide range of industrial buildings across the site. To the east of the new industrial unit 35a, occupied by Clubhouse Interiors Ltd, is a private road containing 16 residential units in four terraces of four. There is a boundary chain-link fence marking the boundary of the industrial estate and a hedge has been planted on the inside of the fence, The proposed industrial building is located immediately to the north of the existing unit 35a and will be clad in the same materials as most of the buildings on the site building –profiled steel cladding. The building will have a mono pitch roof and be set on a concrete base.

6. The building will comprise 8 individual units of 140m2, each with a roller door vehicular access on the north elevation, and a fire exit and service door on the southern side. The building will be located within an area currently used for car parking by users of the wider Vinery site and it is proposed that this parking, together

with additional provision for the proposed building, is relocated to the north on an open area of the site to the south of the main A27. Some vehicle parking (12 spaces) will be retained adjacent to the building.

7. The site also includes a building utilised by the site manager as a site office which it is proposed, would be relocated to be adjacent to the site entrance. It is proposed that the parking area to the north of the new building is redesigned to accommodate a total of 58 parking spaces. This is an increase of 17 spaces on the current made up parking area in the north-east corner of the Vinery site. The site managers office building will also be relocated to a position adjoining the site entrance which will help for security and monitoring activities within the site. A new workshop building for site maintenance purposes is proposed adjacent to this building. This is the same as with the previous approved but unimplemented scheme.

8. South of the Vinery site, a new B8 warehouse has been developed for Fargro Ltd (A/74/13). This development included the widening and improvement of the existing access road to the east of the application site, which slightly reduced the available parking on this part of the site. The proposed development will represent a more efficient use of this part of the site and the industrial area as a whole.

Layout/Scale/Appearance

9. The proposed industrial unit will be of similar height as the adjacent building (Unit 35a). The unit measures 70m x 17.5m having an internal floorspace of 1115 sq m. and a ridge height of 6.2 m.. The industrial floorspace of the Vinery site as a whole is almost 14000 sq m. and so the addition represents a relatively small proportion of the total floorspace.

10. The site manager's office/workshop will be relocated next to the entrance to the site and will be screened from Lillian Terrace by the existing hedge. The existing parking and open area to the north of the new building will be laid out as a car park and an access to the building.

11. From within the Vinery, the proposal will have no significant impact on the site or its surroundings. Views into the site from Lillian Terrace will be affected to a small degree, but the building will reflect the overall character of buildings in the vicinity and will help screen the residential properties from internal traffic movements and other activities within the site. There is an existing hedge on the boundary with Lillian Terrace which is maturing very well and will help screen the development from views from the road.

Access and parking

12. There is an existing access to the site via the existing internal road network. The proposed development will allow independent vehicle and pedestrian access to the front of the building and pedestrian access to the rear. The proposal includes a large car park immediately to the north of the existing access road.

13. Access to the Vinery site from the A 27 has recently been improved as a result of the development on land to the south of the Vinery for Fargo Ltd. The junction meets the standards required for relatively high volumes of traffic accessing and egressing the site.

14. There are approximately 40 parking spaces available in the site proposed for the development useable by anyone using the Vinery site. This provision is in addition to parking outside individual units which is common practice. The existing car park is seldom of ever fully utilised.

15. The proposed development will provide space for 12 cars immediately to the north of the proposed building as shown on the block plan. In addition a further 60 spaces will be provided to the north of the existing Vinery access road on land currently laid to grass. In effect a further 32 parking spaces will be provided for the development which requires a maximum of between 20 and 32 spaces depending on the mix of B1 and B8 users.

Planning policy

16. Government policy is aimed at making planning permission for employment development easier to obtain and more flexible, primarily to ensure the planning system helps rather than hinders the economy. The National Planning Policy Framework in particular seeks to support business development and remove obstacles to investment.

17. At a national level, there is significant support for proposals that would support local economic development. The National Planning Policy Framework (NPPF) suggests that there is a need for the planning system to perform an economic role by *'contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation'* (Para 7)

18. The NPPF also suggests that *'Local Planning Authorities should positively seek opportunities to meet the development needs of their area.'*(para 14) and should *'support existing business sectors, taking account of where they are expanding or contracting and , where possible, identify and plan for new or emerging sectors likely to locate in their area. Policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances.'* (para 21)

19. It is clear that sustainable economic development has a high priority in national planning policy and where this can be achieved with limited detrimental impact, there would be strong justification for approving any scheme which safeguarded local jobs and businesses.

20. The new draft local plan for Arun District Council also seeks to safeguard existing employment sites and facilitate their upgrading and improvement. Policy DM 3 states that:

'to promote entrepreneurialism and job security the Council will seek to protect and enhance existing employment sites and premises in order to maintain a supply of good quality commercial sites and premises to meet the needs of businesses and the local economy.'

The Council will promote and support positive measures to upgrade existing employment areas through:

- 1. supporting appropriate proposals for development/redevelopment of employment floorspace, upgrading or modernisation of existing premises and/or proposals which make more efficient use of underutilised employment sites and premises.'*

21. The current proposal, to provide improved and extended facilities for an existing employer, would seem to fit entirely within current and future policy parameters.

Traffic issues

22. A Transport Assessment (TA) for the whole site was originally prepared by DM Mason Engineering Consultants Ltd in December 2004. The study was used as the basis for the original planning application for the change of use from mushroom production facility to industrial B1 and B8 uses. The estimated total number of vehicle movements per week during mushroom production was 2440, made up of 140 HGV movements, 40 LGV movements and 2260 car movements. This equated to 28 HGV's movements per working day, 8 LGV's and 452 cars. Of this total, the mushroom production facility generated 308 vehicle movements per day, with the adjacent residential area generating the rest.

23. The estimated vehicle flows for the change of use element in the TA were based on the TRICS model which is regularly used for these types of analyses. The model assumed that traffic flows equivalent to a farm diversification to employment uses would be generated, and estimated 79 HGV movements per working day, 140 LGV's and 389 cars, equating to 608 daily movements. The total flows to and from the industrial area were thus expected to be greater than the original traffic generation of the mushroom factory, but planning permission was granted on the basis that the growth in traffic was not likely to be significant.

2007 Traffic count

24. A count of traffic movements was undertaken by **Count On Us** between the 19th July and 8th August 2007. The count found that the vehicle movements recorded for development were significantly below that estimated for the original application.

5 day average daily movements	westbound	eastbound
19th -25 th July	91	91

26 July – 1 st Aug	100	100
2 nd Aug – 8 th Aug	85	88

25. The actual vehicle flows at the time of the count were thus, on average, only about one third of the total originally estimated based on TRICS. (i.e. A maximum of 200 vehicle movements per day, compared to over 600 estimated for the B1/B8 approval). The collected data indicated the majority of the flows were 'in' during the morning and 'out' during the afternoon, representing the arrival and departure of workers in their cars.

26. At the time of the traffic survey, most of the floorspace within the site was occupied. The majority of the floorspace is currently being used for B8 storage primarily by a number of dealers in antique furniture. The goods are stored prior to further distribution. Most of the movements of these goods are by van or LGV's. Overall there are a very limited number of HGV visits to the site.

27. It should also be recognised that the original traffic survey was done during a period when maintenance and upgrading work (including the installation of approved cladding to the buildings) was being undertaken. The recorded traffic flows thus included deliveries of material for this temporary work and the travel of workers employed on site.

28. Since the original traffic count, the overall approved floorspace at the site has been increased by the construction of 2 new B1/B8 buildings under A/17/08 (increase of 210m²), an approval for 11 new B8 buildings under A/120/08, 3 of which have so far been constructed (overall 1526 m² of new floorspace), and approval for two units adjoining unit 34 (A/5/13) with 263m² gross floorspace.

29. It was accepted that these subsequent approvals would generate some additional traffic. The level of traffic was considered likely to increase in direct proportion to the increase in floor space. The new approvals have added 1999 m² of internal floor space. The previously existing floorspace at the site comprised 3800 m² within traditionally constructed buildings and 8400 m² within former growing tunnels. The new approvals since the original traffic count therefore represent a 16% increase in floorspace.

30. Even if this was to lead to a 20% increase in traffic levels (to a maximum of 240 vehicle movements per day) the figure is well below that which was estimated at the time of the original application (over 600 vehicle movements).

2012 traffic count

31. A further count of vehicle movements was undertaken by Count-on-Us in 2012. The count of 119 vehicles (8 HGV) for the residential properties Lillian Terrace was lower than the original TRICS based estimate of 180. The count of traffic associated with the B1/B8 uses was 320 vehicles daily two-way (64 HGV). This was still well below the original TRICS estimate of over 600 movements.

32. The current proposal will generate a small increase in overall traffic to and from the Vinery, estimated to be in the region of 20-40 vehicle movements per day. The levels of traffic likely to be generated will not be significant in the context of the site as a whole.

33. As a direct consequence of the Fargo development to the south of the site, the access to the A 27 has been substantially improved in accordance with a scheme agreed with the Highways Agency.



Fig 1. Aerial view of the site with the current building occupied by Clubhouse interiors Ltd shown immediately to the West of Lillian Terrace. The new building will be located in the area to the north of this building.



Fig 2. The view of the site from the north. Since this picture was taken, the new building, to the south of the proposed development has been completed.



Fig 3. Looking across the site to the existing Clubhouse building unit 35 from Lillian Terrace. The new unit 35a has since been completed.



Fig 4. Looking due west across the site.

Trees

34. There are no trees within the application site.

Flood risk and drainage

35. The site is within Flood zone 1 and is too small to generate a requirement for a formal flood risk assessment. There will be no foul drainage from the site and the runoff will be the same as present from the existing hard-standing. Permeable surfacing will be used for the new parking area. A drainage strategy has been prepared by Robert Clarke Associates and is attached to this application.

Lighting

36. There will be no external lighting on the building and skylights will be provided to provide natural light internally.

Conclusion

37. The proposed development will allow for further employment growth at the Vinery. The new building will have minimal impact on the residential amenity of neighbouring properties and is commensurate with the activities and operations of the site. The amenity of the residents is also safeguarded by an operating hours condition on the whole site which can be applied to the current application.