

Recommendation Report for Planning Permission

REF NO: F/4/18/PL

LOCATION: Land to the South of Ford Lane
Ford
BN18 0DF

PROPOSAL: Salt storage building, office building, parking & turning area & open storage areas for highways maintenance depot - This is a Departure from the Development Plan

SITE AND SURROUNDINGS

DESCRIPTION OF APPLICATION

As above. Ford Depot is currently in use for storage, access and parking. Currently 6,000 tonnes of grain are stored within the site annually. The proposed scheme includes the construction of an office building, a salt storage building and associated open storage, parking and turning for use as a highways depot. The proposal will meet the needs of two local businesses. The site is located immediately to the west of the existing highways and haulage depot, which is occupied by a subsidiary of Costain (on behalf of the Highways Agency) and Bleach of Lavant, a haulage company.

Bleach of Lavant is a long established local haulage company that specialises in the transportation of horticultural and associated products. The proposal would enable them to expand as their maintenance department is currently located elsewhere and the lease at the other site is coming to an end and they would like to accommodate all activities on a single site.

The proposed office building, salt storage building and outside storage area have been specifically designed to meet the precise accommodation requirements of the Highways Agency's contractors. The office building would comprise three offices, a meeting/tea room and wc/shower and would have a gross external floor area of 96m² and a ridge height of 5m. The salt storage building would have a gross external floor area of 144m² and a height to ridge of 6.7m. The site itself, excluding the existing access extends to 6286m².

Access to the site will be via the existing depot access. This is a wide access suitable for large vehicles and already serves the depot, haulage yard and the application site which is used for grain storage.

SITE AREA

9,122 sqm

TOPOGRAPHY

Predominantly flat.

TREES	None of any significance affected by the proposed development.
BOUNDARY TREATMENT	Hedging and wire fencing to field boundaries.
SITE CHARACTERISTICS	The application site is situated to the south of Ford Lane and within the northern end of the former runway at Ford Airfield and comprises an area of hardstanding used for storage, access and parking purposes.
CHARACTER OF LOCALITY	Predominantly rural

RELEVANT SITE HISTORY

F/3/06/	Demolition of existing commercial barns and replacement with new commercial units. (Departure from the Development Plan)	Refused 02-05-06
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REPRESENTATIONS

REPRESENTATIONS RECEIVED:

Ford Parish Council

No Objection - would like to ensure all traffic exits via Ford Lane entrance and no traffic takes a short cut and comes back to leave via Rollaston Park. The Council would also seek a condition that it is for the sole use of the Highways Agency for at least 5 years.

COMMENTS ON REPRESENTATIONS RECEIVED:

The red edge to the application site includes access from Ford Lane and it is proposed to restrict access to this route in the interests of visual amenity. The Parish Council comment is being treated as an objection as it is not possible to restrict the use for the benefit of the Highways Agency only as requested by the Parish Council.

CONSULTATIONS

WSCC Strategic Planning
 Environmental Health
 Southern Water Planning
 Economic Regeneration
 Engineers (Drainage)
 Engineering Services Manager

CONSULTATION RESPONSES RECEIVED:

County Highways - No Objection. In summary the proposal is most likely to see no change in traffic movements, and may even see a reduction.

Southern Water - No Objection. The applicant is advised to consult the Environment Agency directly regarding the use of a septic tank drainage which disposes of effluent to sub-soil irrigation. The owner of the premises will need to maintain the septic tank to ensure its long term effectiveness.

COMMENTS ON CONSULTATION RESPONSES:

Comments noted.

POLICY CONTEXT

Designation applicable to site:
Outside Built Up Area Boundary

DEVELOPMENT PLAN POLICES

[Arun District Local Plan \(2003\):](#)

GEN12	Parking in New Development
GEN2	Built-up Area Boundary
GEN3	Protection of the Countryside
GEN32	Noise Pollution
GEN33	Light Pollution
GEN7	The Form of New Development
DEV8	Cirumstances in which Additional Development may be Permit'd

[Publication Version of the Local Plan \(October 2014\):](#)

EMP SP1	Employment land provision
T SP1	Transport and Development
ENV DM1	Designated Sites of Biodiversity or Geological Imp
LAN DM1	Protection of Landscape Character
SD SP1	Sustainable Development
D SP1	Design

PLANNING POLICY GUIDANCE:

NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance

POLICY COMMENTARY

The Development Plan consists of the Arun District Local Plan 2003, West Sussex County Council's Waste and Minerals Plans and Made Neighbourhood Development Plans.

A new local plan is in preparation and is a material consideration when determining Planning Applications. At this stage the Arun District Local Plan 2011-2031 (Publication Version) October 2014 and supporting documents were submitted for independent examination on 30 January 2015.

A number of Main Modifications to the Arun District Local Plan 2011-2031 (Publication Version) October 2014 were approved by the Council on 22nd March 2017 and consultation on these has taking place. The Main Modifications should be read alongside the Arun District Local Plan 2011-2031 (Publication

Version) October 2014 and where there are changes the Main Modification. The examination was completed in September 2017.

The policies are published under Regulations 19 and 35 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

The Neighbourhood Development Plan

Where applicable, Neighbourhood Development Plan's (more commonly known as a neighbourhood plan or NDP), once made by Arun District Council, will form part of the statutory local development plan for the relevant designated neighbourhood area. Whilst an NDP is under preparation it will afford little weight in the determination of planning applications. Its status will however gain more weight as a material consideration the closer it is towards it being made. Arun District Council will make reference to an NDP when it has, by the close of planning application consultation, been publicised for pre-submission consultation (Reg.14).

Made Plans in Arun District Council's Local Planning Authority Area are: Aldingbourne; Angmering; Arundel; Barnham & Eastergate; Bersted; Bognor Regis; Clymping; East Preston; Felpham; Ferring; Kingston; Littlehampton; Rustington; Walberton; Yapton.

Ford Neighbourhood Plan (FNP) has not yet been formally adopted but is at Regulation 14 stage. Within the FNP the application site and the existing depot fall within Strategic Area 1 (SA1). This area is allocated for future housing and other development, including employment floorspace.

Policy EE1 Supports development proposals to upgrade or extend existing employment sites and policy EE2 supports the retention of existing employment sites. Policy EE3 seeks to protect existing businesses and policy EE4 supports new commercial uses.

Policy EE7 requires new commercial development to include secure parking and storage for cycles and the use of energy efficiency measures. EE10.1 requires new commercial buildings to be designed to a high quality and be energy efficient and in keeping with their surroundings.

DEVELOPMENT PLAN AND/OR LEGISLATIVE BACKGROUND

Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:-

"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."

The proposal is considered to comply with relevant Development Plan policies in that it would have no materially adverse effect on the visual amenities of the locality or the residential amenities of the adjoining properties, nor would it have an adverse impact upon the established character of the surrounding area.

OTHER MATERIAL CONSIDERATIONS

It is considered that there are no other material considerations to warrant a decision otherwise than in accordance with the Development Plan and/or legislative background.

CONCLUSIONS

BACKGROUND

The site is located immediately to the west of the existing highways and haulage depot, which is occupied by a subsidiary of Costain (on behalf of the Highways Agency) and Bleach of Lavant. The Highway depot is used for keeping the A27 flowing between Portsmouth and Brighton. They are responsible for removing spillages, fallen trees, accidents, temporary lights and salting the roads. The Highways Agency would like to operate out of a purpose built depot in the immediate area.

Bleach of Lavant is a long established local haulage company that specialises in the transportation of horticultural and associated products. The company need to expand as their maintenance department is currently located elsewhere. The lease of their other site is coming to an end and they would like to accommodate all activities on a single site.

POLICY DEV8 CONSIDERATIONS

Although the site lies in a countryside location the proposal would accord with policy GEN3 of the Local Plan in that the proposal is compliant with a policy in section 3 of the Plan, namely policy DEV8. It is considered to accord with this policy on the basis that it would improve and expand the workspace of two long established local businesses, provide additional local employment at the site and provide employment during the construction period of the development. The proposal would also supplement the income of the owners/applicants of the site Langmeads Farm holding. For the reasons set out below the access and parking, design of the buildings, landscaping and impact on the surrounding area are acceptable.

LOCATION AND SUSTAINABILITY

The site is ideally located to meet the needs of a highways depot which serves the A27 to the north. This location obviates the need for any commercial traffic generated by the depot to travel through any settlements in Arun District. Its close proximity to the A27 minimises the length of travel and associated pollution and congestion.

The site is similarly ideally located for Bleach of Lavant, who require easy access to the A27 and the A29 beyond for the same reasons. By locating their maintenance department and facilities on the same site will obviate the need to move HGV's and vans between two separate sites.

Whilst the site is not located close to bus stops, it is within cycling distance of local settlements and by their very nature the businesses are directly associated with road travel.

In relation to the rural economy sustainable growth and the expansion of all types of business should be supported through conversions and well designed new buildings. In relation to land based rural businesses the NPPF states that their development and diversification should be promoted. This positive approach to rural businesses is to promote a strong rural economy. As stated in the NPPF the Government is committed to securing economic growth and ensuring that the planning system does everything it can to support such growth. Investment should not be over-burdened by the combined requirements of policy expectations.

In meeting the needs of everyone the NPPF states that the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. It goes on to state that

encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Where reasonable to do local authorities should support a pattern of development which facilitates the use of sustainable modes of transport.

Decisions relating to developments that will generate significant movement should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in the NPPF, particularly in rural areas. The proposal would accord with this objective in that vehicle movements would be reduced by concentrating Highways Agency operations in one and not multiple locations.

IMPACT ON VISUAL AMENITY

The salt building would have the appearance of a typical modern open fronted agricultural barn. It would have a grey plastic coated steel sheet roof and green plastic coated steel profiled walls on three sides. It would have no doors or windows. It would be located at the southern end of the site where it would be screened to the south by an existing screen hedge and to the north/east by the existing Depot and yard. From the west it would be seen within and against the backdrop of the existing depot and haulage site.

The office building would have a floor area of 96m² and would have a fully hipped roof to minimise its size and scale. This building would also be clad in plastic steel sheeting in light grey and light green colours. It would be located northeast of the proposed salt barn where it would be screened in the same way as the salt building.

A new hedge is proposed to be planted along the western boundary of the site and this will be secured by the imposition of a condition. This would help to screen the development and would provide an opportunity for enhancement of biodiversity.

It is considered that the design of the buildings would be sympathetic to this rural location and given their height, position and screening they would be assimilated into the wider landscape.

The impact on visual amenity is reduced since the site is adjacent to the existing depot and utilises the same access.

IMPACT OF EXTERNAL LIGHTING

The salt barn will have no windows or doors and the proposed office is both modest in form and size and will have no rooflights. Typically, the office will be fully occupied during normal office hours and would have skeleton staff at night.

ACCESS AND PARKING

Access to the site will be via the existing depot access. The proposal includes 8 car parking spaces, including one disabled space. It also includes parking for 4 HGV's. County Highways have no objection to the level of car parking or the access, but have requested that parking provision and layout are conditioned.

Currently the highways depot employs 6 staff and this will not change with the proposal. Currently some of the staff car share, although none cycle. The proposed cycle facilities may help encourage cycling to work.

During the working day the maintenance staff are out on the A27 responding to accidents, gritting, etc , for which they use a variety of vans trucks and lorries. The number of work vehicles will not increase as

a result of the proposal. The number of vehicle trips varies according to need, although up to 12 staff movements per day can be assumed, plus work orientated trips out.

Bleach of Lavant have an operators license for 55 lorries and this will not change as a result of the proposal. The trips undertaken can take a day or several days depending on the delivery location. In addition, at all times some of the lorries are at the maintenance yard in Chichester for servicing and repairs. With the proposal the number of lorries and deliveries will not change. However, all servicing and maintenance will take place on site which will obviate the need for any movements between Ford and Chichester. This could result in up to 20 two way traffic movements per week

Bleach of Lavant employ 26 staff on site and with the proposal this will increase by 6. This would increase traffic movements by up to 6 two way movements per day. However, current staff already travel between the two sites and this will cease. Thus, realistically the number of additional two way car movements to and from the site would be less. Also by having more staff at one site will increase the scope for car sharing. Currently staff share lifts according to their daily timetable.

Currently the application site is used for grain storage. Up to 6000 tons are stored on the site each season. It is delivered to the site by tractors with 10 tonne loads each and carted away to customers in lorries which can hold 25 tonnes. This equates to some 1,680 vehicle movements, of which 1200 take place over a 8 week period in the spring/summer. With the proposal all of these vehicles movements to the site will cease.

Overall, the number of traffic movements to and from the site are likely to reduce and at worst would remain unchanged. More importantly, the number of heavy vehicle movements would materially reduce with no maize movements and no trips to and from the maintenance yard in Chichester.

IMPACT ON RESIDENTIAL AMENITY

The proposed scheme will be little different to the existing activities on the depot site. In addition, the site is not located close to any dwellings. Whilst the haulage activities will increase, the need to transport HGV's to and from the existing maintenance department will cease. In addition, the use of the access for bringing grain in and out will cease. Overall the level of noise and activity will reduce.

CONCLUSION

The application is therefore recommended for approval subject to the following conditions

HUMAN RIGHTS ACT

The Council in making a decision should be aware of and take into account any implications that may arise from the Human Rights Act 1998. Under the Act, it is unlawful for a public authority such as Arun District Council to act in a manner, which is incompatible with the European Convention on Human Rights.

Consideration has been specifically given to Article 8 (right to respect private and family life) and Article 1 of the First Protocol (protection of property). It is not considered that the recommendation for approval of the grant of permission in this case interferes unreasonably with any local residents' right to respect for their private and family life and home, except insofar as it is necessary to protect the rights and freedoms of others (in this case, the rights of the applicant). The Council is also permitted to control the use of property in accordance with the general interest and the recommendation for approval is considered to be a proportionate response to the submitted application based on the considerations set out in this report.

DUTY UNDER THE EQUALITIES ACT 2010

Duty under the Equalities Act 2010

In assessing this proposal the following impacts have been identified upon those people with the following protected characteristics (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex or sexual orientation).

The proposal would have a neutral impact on the protected characteristics.

RECOMMENDATION

APPROVE CONDITIONALLY

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 (as amended).

- 2 The development hereby approved shall be carried out in accordance with the following approved plans:
2.01 Proposed Site Plan and Location Plan
2.02 Proposed new office building Plan and Elevations
2.03 Proposed salt storage building Plan and Elevations

Reason: For the avoidance of doubt and in the interests of amenity and the environment in accordance with policy GEN7 of the Arun District Local Plan.

- 3 No part of the development shall be first occupied until the car parking spaces have been constructed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. These spaces shall thereafter be retained at all times for their designated use

Reason: To ensure that adequate and satisfactory provision is made for the accommodation of vehicles clear of the highways in accordance with policies GEN7 and GEN12 of the Arun District Local Plan.

- 4 No part of the development shall be first occupied until the vehicle parking and turning spaces have been constructed in accordance with the approved plan. These spaces shall thereafter be retained for their designated use.

Reason: To ensure that adequate and satisfactory provision is made for the accommodation of vehicles clear of the highways in accordance with policies GEN7 and GEN12 of the Arun District Local Plan.

- 5 No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority.

Reason: To ensure that adequate and satisfactory provision is made for the accommodation of vehicles clear of the highways in accordance with policies GEN7 and GEN12 of the Arun District Local Plan.

- 6 Vehicular access and egress to the site shall only be from Ford Lane.

Reason: In the interests of amenity in accordance with Arun District Local Plan policies GEN7 and GEN32.

- 7 No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters,
- the anticipated number, frequency and types of vehicles used during construction,
 - the method of access and routing of vehicles during construction,
 - the parking of vehicles by site operatives and visitors,
 - the loading and unloading of plant, materials and waste,
 - the storage of plant and materials used in construction of the development,
 - the erection and maintenance of security hoarding,
 - the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders),
 - details of public engagement both prior to and during construction works.

Reason: In the interests of highway safety and the amenities of the area It is considered necessary for this to be a pre-commencement condition because any works on the site could result in congestion or impede access which could compromise highway safety in accordance with the NPPF.

- 8 The building shall be used as a highways maintenance depot only and for no other purpose (including any other purpose in Class B2 of the Schedule to the Town & Country Planning (Use Classes) Order 1987 or in any provision equivalent to that Class in any other Statutory Instrument revoking and re-enacting that Order.

Reason: To enable the Local Planning Authority to maintain control in the interests of the amenities in accordance with Arun District Local Plan policies GEN7 and GEN32.

- 9 The use hereby permitted shall not be carried on until trees and shrubs of species to be approved by the Local Planning Authority have been planted along the western boundary. In the event that any such trees or shrubs die or become seriously damaged or diseased within a period of 5 years following planting they shall be replaced in the next planting season with others of similar size and species.

Reason: In the interests of the amenities of the locality in accordance with policy GEN7 of the Arun District Local Plan.

- 10 INFORMATIVE: Statement pursuant to Article 35 of the Town and Country Planning (Development Management Procedure)(England) Order 2015. The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.