Development Control – Delegated Officer Report

Application Number: AWDM/0040/17 Recommendation – APPROVE

Site: 75 Upper Brighton Road, Lancing, BN15 0JQ

Proposal: Demolition of existing building and erection of a single storey building with photovoltaic panels on the roof, plus 10 car parking spaces for use as a showroom for mobility and care products.

Date of site visit: Various dates relating to past applications, plus an on-site meeting 22.02.19

Neighbours checked: Y

Additional neighbour notifications: N

Site and Surroundings

The application relates to a vacant two storey building, comprising a ground-floor detached commercial lock-up unit and associated first floor, located on a prominent corner site with the A27 Upper Brighton Road to the north and Busticle Lane to the west. There are traffic lights located on this junction, the vehicular access into the site is off Busticle Lane and is situated very close to the traffic lights.

The first floor has a use linked with the ground floor use, and has an external staircase as the means of access into the first floor. However, planning permission was granted in 2018 for a change of use of the ground floor to a showroom for mobility care products.

The locality comprises predominantly residential, encompassing bungalows in the main.

Due to the topography of the site and the area, the site is on slightly lower land than the pavement at the north, and is slightly rising from the side at Busticle Lane i.e. the neighbouring property at no. 82 Busticle Lane is on lower land. The neighbouring property no. 73 Upper Brighton Road is on higher land. The opposite side of the road to the north is on rising land from the site, and this incline continues to the north.

Proposal

Permission is sought to demolish the existing two storey building and to erect a single storey flat roof structure to be used as a showroom for mobility and care products. The building will be rendered and will have raised sections of vertical timber cladding, ending above the flat roof of the structure.

The building will be approx. 5.4m high to the top of the applied vertical cladding at the entrance section of the building, with the remaining structure, i.e. the flat roof rendered section, being approx. 4m in height.

The entrance doors are glazed, and glazed windows are positioned above the doors to balance the height perspective of the building. The entrance doors are approx. 2.4m high and the glazing above is approx. 1m high making the total height being some 3.4m

The footprint of the resultant building will have an internal floorspace of 475sqm and externally the building will be some of 521sqm.

Relevant Planning History:

S/1/90/TP/6120 Extensions (M.O.T. Bays). **Refused 13.02.1990**

S/25/94/TP/15603 Application For Cert Of Lawfulness For Display Of Vehicles For Sale On Forecourt & Use Of Power-Driven Machinery For Mot Testing & Gen Workshop Use **Approved 29.09.1994**

S/37/94/TP/15712 **I**nternally-Illuminated Pole Sign at Front And Non-Illuminated Signs On Buildings and Wall **Consent 29.12.1994**

S/39/94/TP/15714 Formation of Pitched Roofing; Alterations; Removal of Canopy; Replacement of Workshop Roofing; and Associated Improvements **Approved 09.01.1995**

S/74/00/TP/18838 Alts To Convert F/F Flat To Offices, WC's & Wash Facilities Incidental To Car Showroom & Workshop In Add To New External Fire Escape Staircase On SW Side **Approved 04.12.2000**

AWDM/1232/17 Change of use from car showroom to mobility and care products showroom (sui generis) **Approved 29.11.2017**

AWDM/1537/17 Single storey extension to north/east elevations; new metal cladding to south, east and west elevations. Conversion of first floor one bedroom flat into 2no. one bedroom flats**.** **Refused 09.01.2018**

AWDM/1550/17 5no. non illuminated fascia signs to north, east and west elevations for Care Co. **Refused 12.01.2018**

Consultations:

Highways England: No objection

"Highways England has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such Highways England works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity. Highways England will be concerned with proposals that have the potential to impact on the safe and efficient operation of the Strategic Road Network (SRN), in this case, particularly the A27.

Having examined the above application, we are satisfied that the proposals will generate an acceptable change in traffic on the SRN. We therefore consider that the development will not materially affect the safety, reliability and / or operation of the SRN (the tests set out in DfT C2/13, particularly paras 9 & 10, and DCLG NPPF, particularly para 109), in this location and its vicinity. Therefore, please find attached our formal HEPR response of No Objection.

Please also note that, Highways England's A27 Worthing and Lancing improvement scheme is currently under review following completion of the consultation process and a Preferred Route Announcement (PRA) is yet to be made. Therefore, in responding to this application, whilst Highways England are not formally objecting to the proposal, it is advised that the applicant is made aware that there is a possibility that, depending on which scheme or variant thereof is progressed to PRA, then the development site could be affected by the final preferred route. Unfortunately, we are not yet in a position to advise on the extent to which the development may be affected, if at all. In the event that the A27 Worthing and Lancing improvement scheme does not proceed, and subject to further detailed traffic analysis, Local Plan mitigation to deliver Local Authority housing to 2032 may also necessitate improvement at the junction, which may or may not affect the development site.

Finally, we note that West Sussex County Council Highways have conditioned a Construction Management Plan and Highways England request that we are included in the consultation process."

County Highways:

"WSCC raise no objection to the above proposal. The site already has planning permission for a change of use utilising the sites existing 22 space car park however; given the sites change of use will not require this amount of car parking this recently submitted application proposes a net decrease in 13 car parking spaces.

Access into the site will not change and is as existing therefore given the expected number of vehicle trips to the site will be decreasing WSCC see this as a benefit to the operation of the highway network. This is because the access is located in close proximity to the signalised junction between Busticle Lane and the A27.

Currently any right hand turns into the site from Busticle Lane, make the turn from the traffic signals right hand filter lane, and any cars travelling from the A27 into Busticle Lane have to make a left hand turn immediately into the site from the traffic signals.

An interrogation of the road traffic casualty and collision database was undertaken to ensure this access has no consistent road safety issues. None were found and as such the reduction in vehicle movements in and out of the site is seen as a material benefit.

The proposed car parking spaces should comply with existing manual for streets guidance of 2.4m x 4.8m to ensure these spaces can be used effectively and safely. Cycle parking is a requirement under the NPPF, should

there be a need by staff to use alternative forms of transport this should be supported.

A construction management plan must be written and sent to the LPA for approval to ensure the construction traffic is managed within the confines of the site, and if not how it will be managed."

Environmental Health:

If ground works, full contamination condition required.

Southern Water:

"Should any sewer be found during construction works, an investigation of the sewer will be required to ascertain its condition, the number of properties served, and potential means of access before any further works commence on site. The applicant is advised to discuss the matter further with Southern Water, Sparrowgrove House Sparrowgrove, Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk".

We request that should this application receive planning approval, the following informative is attached to the consent: "A formal application for connection to the public sewerage system is required in order to service this development, please contact Southern Water, Sparrowgrove House Sparrowgrove,Otterbourne, Hampshire SO21 2SW (Tel: 0330 303 0119) or www.southernwater.co.uk"."

Representations: Sompting Parish Council: Objection

- The Council objects to this application as it considers the proposed development does not relate sympathetically in design, form and scale to the existing building.
- It also has concerns about future access onto the highway and lack of contribution to future housing need.

Relevant Planning Policies

Adur Local Plan: Policy 15
National Planning Policy Framework (2019)
National Planning Practice Guidance

Planning Assessment:

There is no objection in principle to the proposal which would replace an existing commercial use with a new building for commercial use within the built up area. The key concerns are the effects on neighbouring residential and visual amenities of the locality.

The comments of the Parish Council with regard to housing need are noted but as this relates to an existing commercial site which is not allocated for housing, the provision of residential use within the development is not a requirement. Moreover, there are noise concerns with regard to the provision of new residential development so close to this busy road junction.

Brief site history:

The existing building formerly known as Hill Barn Garage gives the appearance of an extended and altered residential dwelling, with its former uses being related to car use i.e. car sales and repairs, with planning history dating back to the middle 1950's. The car use has now ceased trading, and the site has lain vacant for a few years.

At the end of 2017 an application for a change of use of the site from the car showroom to mobility and care products showroom was approved in November 2017 (AWDM/1232/17 refers). However, as the existing building has been changed so much over the years, the internal layout did not lend itself to the comprehensive change required by the applicant in order to implement the approved use, hence the current application to rebuild has now been submitted.

This current application seeks to demolish the existing buildings on site and replace them with a single storey structure that would formalize the internal area to a more conducive environment for the showroom and customers. The use of the building will be as per the earlier change of use i.e. a showroom for mobility and care products.

Visual Amenity:
The building would largely be a rectangular shape with the north-west corner of the box 'cut away' and slightly stretched, in order to provide a glazed shopfront entrance on the corner of two roads. The proposed gross internal area is stated on the plans to be 475sqm

The main elevations will be clad in a composite cladding (colour to be agreed) and broken up with white coloured Kingspan Optimo cladding panels on the side elevations. This choice of materials will marry with the surrounding residential area, which has a predominance of render finish and types of cladding, but the vertical cedar cladding panels will give it a modern twist particularly as the panels will finish higher than the existing flat roof.

Being of a flat roof has given the applicants an opportunity to utilize the space on the roof with the placement of photovoltaic panels together with rooflights to gain light into the building, thereby making the building green and sustainable. It is likely that the rooflights and the panels will be viewed from many of the properties to the north of the site which are on higher land, but it is considered that at lower levels, the raised cedar cladding will offer some screening of these roof additions.

Parking on the site will be formalized within two areas one being on the north east corner of the site and the other being in the south west corner. Both of these areas are adjacent to the neighbouring residential properties no.73 Upper Brighton Road, and no. 82 Busticle Lane. However, being the front gardens of the properties, which themselves are close to high trafficked roads, it is not considered that the parking areas would result in an unacceptable increase in traffic and or noise onto the neighbouring properties.

The parking area off Busticle Lane has identified the planting of 3no. Prunus Amanogowa trees in a triangle formation. This tree is a narrow, columnar ornamental cherry tree, suitable for a small space such as this as it will grow to a height and spread of just 6m x 2m in 20 years.

The vehicular access into the site will be via the existing access, and the fact that it is located close to the Hill Barn traffic lights is an historic use. Both Highways England and County Highways have raised no objections to the proposed use of the vehicular access, indeed it has been noted by the consultees that the proposed use would generate less car movements to and from the site than the previous use.

The application has been amended to include a change in boundary treatment from the existing metal removable half hoops to a timber knee rail. A timber knee rail is often used around car parks and retail areas where the purpose is simply to create a boundary demarcation and discourage pedestrians from walking over the site. The amended plan shows the timber knee rail to start at the side boundary with no. 73 Upper Brighton Road, and follow the edge of the site next to the pavement, until reaching the vehicular access into the site. There is an existing low wall on the other side of the access up to the side boundary with no. 82 Busticle Lane.

The building is only single storey and would be lower in height than the existing building on the site. The land levels within and around the site will contribute to the building looking low in appearance from some viewpoints, but in order to counteract this, the plans have been amended to have a higher profile to the building at its entrance on the north west to its junction with Busticle Lane and Upper Brighton Road, this higher profile will also include windows above the entrance door in order to balance this elevational increase in height.

Residential Amenity:

The immediate neighbouring residential properties are no. 73 Upper Brighton Road; no. 82 Busticle Lane; and no. 1 Downlands Close (to the rear), all of which are bungalows.

It is considered that the removal of the two storey building and its replacement with a single storey building would be a benefit to these properties. The current building is unattractive and run down and visually imposes onto all of the contiguous neighbours. Additionally, the two storey building's close position to the neighbouring boundaries further adds to its unneighbourly relationship. There is also an external staircase situated close to the boundary with no. 82 Busticle Lane, and this staircase was used to gain access into the upper floor of the property.

It is deliberated that the proposed replacement single storey building will immediately improve the quality of living conditions on those neighbours, together with the fact that there is an improved spacing around the new building in relation to the neighbours. For example there will be a gap between no. 73 Upper Brighton Road and the new building of 1m at the street frontage of the building to approx. 3.3m at its rear, south, corner; and the gap between the new building and no. 82 Busticle Lane will be approx. 1m.

Further, because of the differences in site levels the proposed building will be much lower than no. 73 Upper Brighton Road which is on higher land. The elevations facing no. 82 Busticle Lane and 73 Upper Brighton Road will have no windows next to the bungalow and will be partially obscured from view because of the land levels.

No. 1 Downlands Close is only just touching the application site by the north corner of the rear garden, and is also on higher ground, and thereby will not be materially affected by the proposal.

Recommendation

APPROVE subject to the following conditions

1. Approved plans
2. Standard time limit
3. Construction management plan
4. Contamination
5. No external floodlighting
6. Hours of use
7. Deliveries and collections
8. Proposed materials
9. Tree planting

Informative

1. Approved following amendments
2. Sewer connection.
3. Sewer on site.
4. Sewer maybe on site

Is recommendation contrary to letter(s) of representation? Y

Case Officer: Eve Hearsey Date: 7.5.2019

Authorised by: Peter Barnett Date: 7 May 2019