DELEGATED APPLICATIONS

APPLICATION NO/ADDRESS: WB/10/1008/FULL – 60 Station Road

DATE OF SITE VISIT: 4/01/11

NEIGHBOURS CHECKED: Y

ADDITIONAL NEIGHBOUR NOTIFICATIONS (LIST ADDRESSES): None.

SITE AND SURROUNDINGS:

The site comprises an builders' yard on the south side of Station Road, sited between a single-storey car body repair business to the east and a two-storey building to the west 'Transit World', used as a car repair garage. The site has a 7.4m wide frontage onto Station Road, tapering to 6.4m at the rear (south). There is a gated vehicle access from Station Road. A former single-storey builder's workshop building wrapping round the west and south boundaries was demolished a couple of years ago and the site is used for the storage of builder's equipment.

Planning permission was granted in 2007 for the demolition of the former builder's workshop and construction of a new workshop/store and first-floor offices (WB/07/1161/FULL refers). The current proposal is to renew the planning permission granted in 2007 (which was extant when the current application was submitted but has since lapsed).

The proposed part single-storey/part two-storey building would comprise a workshop/storage area (approximately 140 sqm gross floorarea) occupying the whole of the site at ground-floor (ie. 100% plot coverage), and first-floor offices (68.5 sqm gross floorarea). There would be vehicle access to the ground-floor workshop from Station Road, with a sectional slide-over door recessed into the site by 1m (with 1m x 1m visibility splays).

RELEVANT PLANNING HISTORY:

WB/07/1162/FULL (See above). Some (but not all) of the pre-commencement conditions of WB/07/1162/FULL were agreed, so that despite the demolition of the pre-existing buildings on the site the permission is not implemented.

WB/07/0311/FULL – An application for the demolition of the existing workshop and redevelopment with new workshop, store, first-floor offices with 2 rear parking spaces was refused in May 20007 on the following grounds:-

1. *The proposed rear parking area is unacceptable by reason of its restricted layout and lack of adequate visibility and would unacceptably add to the hazards of pedestrians and vehicles using the adjacent rear access road to the detriment of highway safety. Moreover, the access to the proposed workshop building onto Station Road does not provide satisfactory driver/pedestrian visibility and is therefore unacceptable on*

highway safety grounds. The proposed development is therefore contrary to policies TR13 of the Worthing Local Plan and DEV4 of the West Sussex Structure Plan 2001-16.

2. *Owing to its large size, bulk, massing and poor design, the proposed building does not relate acceptably to the modest scale and layout of surrounding development and would constitute a prominent and visually obtrusive form of the development detrimental to the visual amenities of the locality. It therefore conflicts with policies BE1 of the Worthing Local Plan (2003) and CH1 and DEV1 of the West Sussex Structure Plan 2001-16.*

RELEVANT PLANNING POLICIES:

Saved Worthing Local Plan:- BE1, RES7, TR9,
Submission Core Strategy:- 3, 4, 15, 16
South East Plan:- SP3, CC1, CC6, RE3, RE6, T4, SCT3

REPRESENTATIONS AND RELEVANT CONSULTATION RESPONSES:

Highway Authority: "*There is no objection to the above application. It is recommended that the highway and construction management conditions attached to WB/07/1161/FULL also be attached to any permission for WB/10/1008/FULL.*"

Environment Agency: No objection, subject conditions requiring risk assessment of potential contaminants, site investigation scheme, verification report plus pre-cautionary condition relating to unsuspected contamination, surface water drainage to be agreed.

Executive Head of Housing Health and Community Safety: Recommends a pre-cautionary condition to deal with any unsuspected contamination.

The **Principal Engineer** comments that the property lies outside the current flood map zones, but recommends a condition requiring details of the surface water drainage scheme to be agreed.

No third party representations.

HUMAN RIGHTS:

First Protocol (Protection of Property) of the Human Rights Act 1998 is relevant to this application. It is accepted that the proposal, if approved, would have some impact on the neighbouring properties. However, it is considered that the level of development proposed would not cause undue harm in terms of additional noise, disturbance and loss of privacy and that, on balance, existing residential quality of life would not be adversely affected as a result of the proposal. Accordingly it is considered that it is acceptable with regard to Article 8 and Article 1.

PLANNING ASSESSMENT:

There is no objection in principle to the proposed commercial development which is located within a mixed commercial/residential area and accords with SCS Policy 4 (Protecting Employment Opportunities). As before, the main concerns relate to the effects on the visual and residential amenities of the locality, and highway safety considerations.

The immediate vicinity of the site is made-up of small-scale commercial buildings having a relatively poor, run-down appearance. However, this is not in itself a justification for allowing poor quality development. In refusing the original scheme submitted in 2007 (WB/07/0311/FULL refers) it was considered that the large scale, bulk and massing of the proposed building, combined with its unimaginative design, did not relate sympathetically to the more modest character of surrounding development, constituting a visually unacceptable and obtrusive form of development.

The proposed workshop/store would occupy the full extent of the ground-floor (similar to 'Transit World', adjoining to the west). The first-floor element is designed to reflect the scale and massing of the nearby Victorian-style terraced dwellings (No.s 56, 56A, 56B) although the taller proportions of the ground-floor element (compared to the domestic scale of the nearby dwellings) are indicative of the internal floor to ceiling heights required by the proposed commercial/storage use. The main frontage element would be some 8m deep having a pitched and gabled roof, plus a rear-projecting 'outrigger' extending a further 7.5m southwards. The drawings submitted in 2007 showed the outrigger having mono-pitched roof, resulting in a long expanse of gable wall on the west side projecting some 3.5m above the adjacent flat roof of Transit World. In granting permission, it was considered the height and depth of this feature would be unacceptably intrusive being particularly visible from the higher ground levels within the adjacent supermarket car park (now 'Morrisons'). This was addressed by attaching a condition of planning permission requiring the roof of the rear-projecting 'outrigger' to be re-designed with a flat roof. A revised design showing a parapet flat-roof was approved by letter dated 15 October 2009.

No objection has been raised by the Highway Authority to the proposed vehicular access from Station Road, subject to the previous conditions of planning permission being re-applied. The adjacent narrow road (within the controlled parking zone) is heavily parked with vehicles throughout the day by residents and customers of the various nearby commercial businesses. The previous application detail indentified there would be 7 staff. However, the site is sustainably located in relation to the bus and rail facilities in the town centre and the provision of parking on site is not considered essential.

There would be a minimum distance of 18m between the rear of the proposed first-floor offices and the nearest 2-storey rear element of the terraced houses in Newland Road to the south (the latter incorporating bathroom windows at first-floor level). Nevertheless, it is considered that a requirement to obscure-glaze the lower panes of the southern-most first-floor, office windows is necessary to safeguard against adverse overlooking into the rear of the properties in Newland Road.

RECOMMENDATION APPROVE subject to:

1. C1AREV
2. Approved Plans
3. C9B Materials to be agreed
4. C6G Pedestrian/driver visibility
5. Construction Management Plan (including details of any temporary traffic management)
6. C7G Limit on hours of demolition/construction
7. Limitation on business/working hours
8. Risk assessment of possible contamination
9. Verification report of completion of works to remediate any possible contamination
10. Pre-caution relating to possible unsuspected contamination
11. No infiltration of surface water unless agreed in writing by LPA
12. Agreed surface water drainage scheme
13. Pedestrian access door in the rear (south) wall of the building onto the adjacent rear service road shall only be used for the purpose of emergency egress from the building.
14. The door to the vehicular entrance off Station Road serving the workshop/store shall consist of a sectional rollover door as shown on the approved sectional drawing, the precise details of which shall be submitted to and approved in writing by the LPA.
15. Obscure-glaze lower, first-floor office window in southern-most elevation

REASONS FOR RECOMMENDATION:

It is considered that there has not been any material change in circumstances sufficient to override the previous reason for approval. The proposed development is within the built-up area and would help meet the need for additional employment provision and economic and environmental regeneration without detracting from the local environment. It can take place without resulting in unacceptable detriment to the amenities of neighbouring properties and without detraction from highway safety. It would consequently not conflict with the relevant 'saved' policies of the Worthing Local Plan (RES7, BE1, H18, TR9), the South East Plan policies (SP3, CC1, CC6, RE3, RE6, T4, SCT3) and Submission Core Strategy policies 3, 4, 15 and 16.

IS RECOMMENDATION CONTRARY TO LETTER (S) OF REPRESENTATION? No

DELEGATED

Case Officer sign [redacted] Date 4.4.11

Authorising Officer sign [redacted] Date 4.4.11