Expiry Date - 24/10/2024

# Development Control – Delegated Officer Report

**Application Number: AWDM/1104/24** **Recommendation – APPROVE**

**Site:** **Unit 4 Durrington Bridge House Barrington Road Worthing**

**Proposal:** **Removal of existing cycle store and provision of replacement cycle stores and new refuse stores**

**Date of site visit:** 25/09/24

**Neighbours checked:** Y

**Additional neighbour notifications**: N

## Site and Surroundings

The site comprises an area of approximately 0.97 hectares, located to the north of Barrington Road and to the west of Shaftesbury Avenue within West Worthing. Access to the site is via Barrington Road. There is a large car park to the south of the building. Goring United Reform Church and Goring Little Fishes Nursery occupy the plot to the south of the building and to the east of the car park. The railway line and Durrington-on-Sea train station bound the site to the north. Beyond the railway line, to the north is The Atrium which has recently been granted prior approval for change of use from offices to 48 no. residential units. Opposite the site to the east is Worthing Leisure Centre and to the west, is the development site currently under construction for 287 dwellings, previously HM Revenues and Customs.

The site is occupied by Durrington Bridge House, a four storey building, formed around a central atrium, with additional plant floor within the eaves. The building consists of a 1990s office block faced in red brick, with courses of buff brick delineating internal storey heights with a sheet metal pitched roof and regularly spaced aluminium windows. The east and west elevations have a series of extruded arcs and plant ducts which protrude from the building. The building is currently occupied as offices for West Sussex County Council.

The site is not within a conservation area and does not contain any listed buildings. There are no protected trees on site.

## Proposal

Planning permission is sought for removal of the existing cycle store and provision of new cycle and refuse stores on site. The application relates to the long term objectives for the site to convert the office building to residential under Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended). The related application is pending consideration but is independent of this decision.

The existing uncovered cycle store will be removed and replaced with three separate compounds situated to the west of the building and set in approximately 5m from the west boundary. The cycle stores would accommodate a total of 116 cycle spaces. All compounds would comprise a steel frame with timber cladding and a corrugated roof. Pedestrian paths would provide access to each cycle store.

Cycle Store A measures approximately 13m x 4m x 2.5m high, providing 30 x two tiered cycle racks for 60 spaces.

Cycle Store B measures approximately 6.5m x 8.75m x 2.5m high, providing 14 x Sheffield stands for 28 spaces.

Cycle Store C measures approximately 5.6m x 4m x 2.5m high, providing 14 x two tiered cycle racks for 28 spaces.

An external bin store is proposed to the south of the cycle stores which would measure approximately 4.2m x 5.8m x 2.5m high and would match the appearance of the proposed cycle stores. The bin store would provide 10 x 1280L bins.

A new internal bin store would be located inside the building to the south-west corner, at ground floor level, however this is not part of this application.

**Relevant Planning History:**

AWDM/0991/24 - External alterations to the existing building including removal of sheet metal roof section, installation of a new entrance door along with the addition of new windows and fan lights - Pending Consideration

NOTICE/0016/24 - Application for Prior Approval of Proposed Change of use from commercial (Use Class E) to residential (Use Class C3) to create 107 self-contained flats – Pending Consideration

**Consultations:**

***WSCC Highways –*** This proposal is for the removal of existing cycle store and provision of replacement cycle stores and new refuse stores. The site is located on Barrington Road, an unclassified road subject to a speed restriction of 30 mph.

From inspection of the submitted application documents, the proposals include the provision of secure cycle parking within the existing car park for 116 cycles. The proposed siting of the cycle and bin storage areas does not appear to impact the existing parking or turning arrangements.

In summary, the LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in ‘severe’ cumulative impacts on the operation of the highway network, therefore is not contrary to the

National Planning Policy Framework (paragraph 115), and that there are no transport grounds to resist the proposal.

If the LPA are minded to approve the application, the following condition should be applied:

*Cycle parking*
*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 to be submitted to and approved by the Local Planning Authority.*
*Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.*

***Officer response:*** As this application is independent of the prior approval application for change of use from offices to residential (pending consideration) it is not possible to apply this condition to the current application. This will however be secured for any subsequent approval that may be granted for the proposed change of use.

***Waste Services –*** No issues with the locations or access so we're happy from a waste perspective.

***UK Power Networks -*** Please note there are HV underground cables on the site running within close proximity to the proposed development. Prior to commencement of work accurate records should be obtained from our Plan Provision Department at UK Power Networks, Fore Hamlet, Ipswich, IP3 8AA.

All works should be undertaken with due regard to Health & Safety Guidance notes HS(G)47 (Avoiding Danger from Underground services). This document is available from local HSE office.

Should any diversion works be necessary as a result of the development then enquiries should be made to our Customer Connections department. The address is UK Power Networks, Metropolitan house, Darkes Lane, Potters Bar, Herts, EN6 1AG. You can also find support and application forms on our website Moving electricity supplies or equipment | UK Power Networks

**Representations:**

None received

**Relevant Planning Policies**

Worthing Local Plan policies (WBC 2023): SP1, DM5, DM15
National Planning Policy Framework (DLUHC 2023)
National Planning Practice Guidance

**Planning Assessment**

***Principle of Development and Policy Context***

There is no objection in principle to the provision of facilities for existing buildings within the built-up area.

Worthing Local Plan Policy DM5 (Quality of the Built Environment) requires that all new development should:

> *i) be of a high architectural and design quality and respect and enhance the character of the site and the prevailing character of the area. This will include consideration of proportion, form, design, context, massing, siting, layout, density, height, size, scale, materials, detailed design features and landscaping;*
> *vi) include a layout and design which: take account of potential users of the site; create safe conditions for access, egress and active travel (walking and cycling) between all locations; provide good links to integrated public transport; and have acceptable parking arrangements (in terms of amount and layout);*
> *viii) not have an unacceptable impact on the occupiers of adjacent properties, particularly of residential dwellings, including unacceptable loss of privacy, daylight/sunlight, outlook, an unacceptable increase in noise giving rise in significant adverse impacts, or vehicular movements resulting in severe cumulative impacts on the road network*

And at paragraph 5.69 of the supporting text: *'Consideration must be given to both the internal and external design of properties in order to allow sufficient space for both general waste and recycling provision and to provide adequate and safe access for waste storage and collection.'*

Policy DM15 (Sustainable Transport & Active Travel) states: '*In order to manage the anticipated growth in demand for travel, development proposals which promote an improved and integrated transport network, with a re-balancing in favour of non-car modes as a means of access to jobs, homes, services and facilities, will be encouraged and supported.*

> *a) Worthing Borough Council will promote and support development that prioritises active travel by walking, cycling, Non-Motorised User routes and public transport, and reduces the proportion of journeys made by car. This will help to achieve a rebalancing of transport in favour of sustainable modes by:*
>
> > *ii) ensuring that the design and layout of new development prioritises the needs of pedestrians, cyclists and users of public transport over ease of access by the motorist;*
> > *iv) requiring new development to provide for an appropriate level of cycle parking, car parking and electric vehicle space allocations that takes into consideration the impact of development upon on-street parking residential amenity, highway safety and has regard to West Sussex County Council standards / guidance;'*

The key considerations are the effects of provision of cycle and bin stores on the visual and residential amenities of the locality.

***Visual Amenity***

The existing cycle stores on site (to be removed) are located in a similar position to the west of the building. There is a high hedge to the west boundary and the proposed stores would be set in approximately 5m from this boundary. The design and appearance of the stores is considered appropriate for their intended use as cycle/bin storage and the structures would not appear obtrusive or out of keeping with the surrounding site. The stores would be located away from the road and would not be visible from outside the site other than in glimpses from the adjacent railway platform. Access to the cycle and bin stores would be via dedicated pathways providing all weather access and use.

The proposals are modest in scale and proportionate for the provision of ancillary infrastructure within the broader context of the site would not dominate or detract from the building or its surroundings. The proposed stores are screened by boundary planting to the west and the existing building to the east, effectively concealing the structures and mitigating any potential visual impact.

There would be no harm to the visual amenities of the locality as a result of this application.

***Residential Amenity***

The closest residential dwellings to the proposed cycle and bin stores are located to the west of the site, consisting of 4 and 5 storey blocks of flats. These flats are part of the HM Revenues and Customs development site that is currently under construction. There is good screening between the sites provided by the existing high hedging that is to be retained and there would be no adverse impact on the residential amenities of future occupants of this development as a result of this application.

There are no other residential properties within close proximity to the proposed development that would be affected by the proposal.

***Sustainable Transport***

WSCC Parking standards requires 0.5 cycle spaces per dwelling and in conjunction with the Prior Approval Offices to Residential dwellings application for 107 units, (currently under consideration), this would require approximately 54 spaces. The provision of 116 cycle spaces therefore far exceeds the required provision and is considered to make a positive contribution to the development by encouraging sustainable transport methods and providing suitable facilities to support this mode of transport. Waste and recycling facilities would be increased to secure adequate provision for the intended change of use to residential (under separate consideration).

***Refuse and Recycling***

The new refuse storage facilities will offer increased capacity to adequately meet the needs of future residents in the event that Prior Approval is granted under NOTICE/0016/24. Vehicle access to the refuse store will be via the existing access to the south on to Barrington Road enabling collections to be undertaken safely and efficiently, entering from the south-west and exiting via the south-east access point. The proposed layout allows collection vehicles to manoeuvre safely through the site without impacting highway or public safety. Waste Services have raised no objections to the proposal.

**Recommendation**

**APPROVE** subject to Conditions:-

1. Drawing Numbers
2. Standard time limit
3. Materials as specified

**Informative**

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.

UK Power Networks

**Is recommendation contrary to letter(s) of representation? N**

Case Officer: Amanda Haslett Date: 23/10/24

Authorised by: Jo Morin Date: 23.10.2024