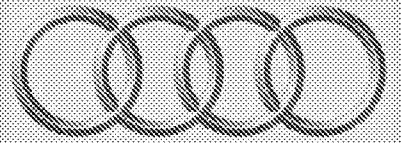
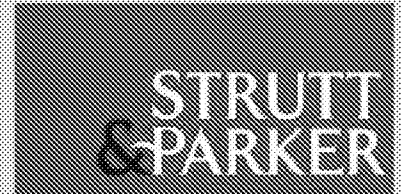


PLANNING, DESIGN & ACCESS STATEMENT



Full planning application for a temporary car park extension.

Caffyns Audi, land north of Roundstone By-Pass (A259), Angmering, West Sussex.

December 2018

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Introduction

This Planning, Design and Access Statement is written in support of a full planning application for a temporary extension to the on site parking at the new Caffyns Audi showroom site in Angmering. The application is made on behalf of Caffyns Plc, and sets out the planning history, planning policy context and site appraisal for the development.

This proposal follows the 2016 permission for a car showroom and workshop and associated access, car parking and landscaping on land to north of Roundstone Bypass (A259), Angmering, in accordance with the terms of the application, Ref A/162/15/PL, and granted under appeal ref: APP/C3810/W/16/3151980. This permission has now been implemented.

The proposal involves the use of an area of scrubland as a temporary parking area, to be used in conjunction with the car showroom and workshop.

Permission at the site in 2016 included the provision of 51no. vehicle spaces to the main road frontage, comprising of 38no. used car spaces and 13no. customer spaces. The remaining vehicle parking is located to the rear (north) of the site and provides a further 142no. workshop spaces including 17no. staff car parking.

During the proposed works to the Roundstone By-Pass (A259), access to the site from the by-pass will be restricted and the use of the approved car parking and sales area adjacent to A259 will be compromised. To compensate, a temporary car park is sought on an area of scrubland adjacent to the existing secondary access to site off Roundstone Lane. The roadworks are programmed during 2019.

The application seeks approval for the provision of a temporary car park surface within an existing perimeter fence line (which will be retained), in order to provide 67 car parking spaces.

The application is supported by an Ecological Survey, Arboricultural Survey and Drainage Statement.



Figure 1: Application site in wider context.. Source: Google Maps

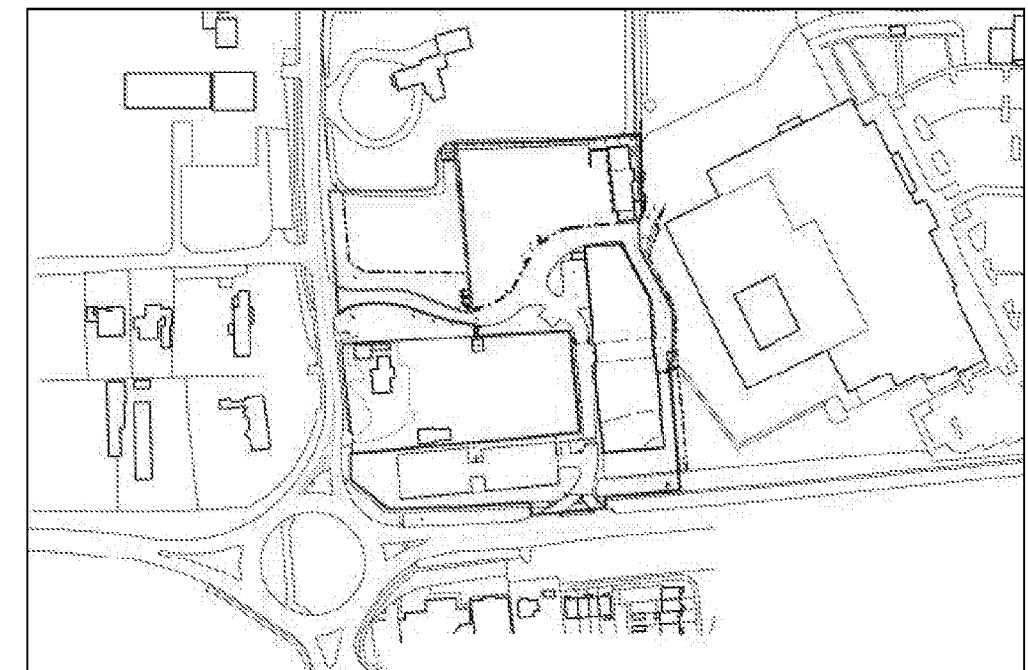


Figure 2: Extract of Location Plan showing the Wider Caffyns site.

Planning History

The Caffyns Audi dealership recently relocated from Broadwater Road, Worthing to the Angmering site. The scheme was granted permission on appeal on 11th October 2016 for a car showroom and workshop with associated access, car parking and landscaping under appeal ref: APP/C3810/W/16/3151980. (planning ref: A/162/15/PL).

The permission involved the demolition of 2 residential properties and a disused greenhouse associated with Haskins Nursery. The development comprised of the erection of a 2 storey car showroom and workshop with space for 10 car sales and 12 workshop spaces, a total of 193 parking spaces, comprising 118 workshop spaces to the rear, 38 used car spaces and 13 customer spaces to the front of the site and 6 valeting bays to the rear. The development has allowed the relocation of the Caffyns Audi car dealership from Broadwater Road, Worthing, which had outgrown its existing site.

Prior to the Caffyns permission there were a number of planning applications related to the previous residential premises. These are not considered relevant to the current application.

Site Description

The application site is located to the north of the Roundstone Bypass (A259) in Angmering. The application site covers an area of approximately 0.27ha. The wider Caffyns site (denoted by the blue line in Figure 3) comprises of an area of approximately 1.12 hectares. This original wider site and greenhouses have been redeveloped with workshop and associated forecourts and parking. The proposed temporary car parking area covers an area of scrubland to the west of the existing development. The area historically accommodated greenhouses, and currently comprises scattered grasses, shrubs and trees growing through a lined gravel substrate and degraded hardstanding and concrete paths (former foundations of horticultural buildings).

The Caffyns Audi dealership has two existing vehicular accesses, one from the Roundstone Bypass (A259) to the south of the application site and the other adjacent to the proposed temporary car park extension onto Roundstone Lane.

To the south of the site is a neighbouring residential property, Kelston House. To the north, the residential property known as Quiet Waters, recently obtained planning permission for the construction of 30 houses under planning ref: A/132/17/OUT and A/81/18/RES. New fencing has been provided to these boundaries following redevelopment of the original site. To the north of Quiet Waters, on land at the former West End Nursery, is a development unrelated to the Caffyns site, for 246 houses permitted in 2016 under planning ref: A/144/15/PL.

To the west and beyond Roundstone Lane is a commercial car sales forecourt. To the east is the existing parking area for Caffyns Audi. The Haskins Garden centre is situated to the east of the wider Caffyns site.

The site now falls within the settlement boundary of Angmering Village, the centre of which lies approximately 1km to the north.



Figure 3: Aerial view of site and surrounding. Source: Google Maps.

- Wider Caffyns Site boundary subject to permission in 2016
- Application site boundary for temporary car park extension

Proposed Development

During the delivery of the new Audi dealership, Caffyns has monitored proposals by West Sussex County Council (WSCC) as highways authority to deliver planned widening/dualling works to the A259. The company made a bold decision to implement the new development scheme in the knowledge that soon after its official opening in November 2018, the important A259 site frontage would be impacted by road widening/dualling works.

WSCC have confirmed that the enabling works for the widening between Junctions 10 and 11 will begin in January 2019. Details provided by WSCC have confirmed that Phase 2 of the works (as described in more detail on page 8) will inevitably result in restrictions to the existing main southern access from the Caffyns site onto the A259.

The existing permission at the Caffyns site includes the provision of 51no. vehicle spaces to the A259 road frontage comprising of 38no. used car spaces and 13no. customer spaces (as shown in Figure 5). The remaining vehicle workshop parking is located to the rear (north) of the site and provides a further 142no. workshop spaces including 17no. staff car parking. Areas of land at the site frontage are proposed to be occupied by WSCC for accommodation works during the construction project. Given that used cars displayed for sale and customer cars would normally be parked on this frontage, these parking spaces will be compromised for this purpose.

In addition, it is envisaged that restrictions over the use of the southern access to the Caffyns site may result in a commercial need to use the alternative access to site from Roundstone Lane as the main site access on a temporary basis. For these reasons it is proposed to use an existing area of scrubland adjacent to this access on Roundstone Lane as a temporary parking area to be used in conjunction with the car showroom and workshop. These additional proposed spaces will act as a substitute for the proposed parking area to the south (which was approved to provide 51 spaces) whilst works on the A259 take place.

An opening in the existing fencing is proposed to link the existing parking area to the temporary parking. The opening in the fence will be formed in a section beyond the length of the acoustic fencing.

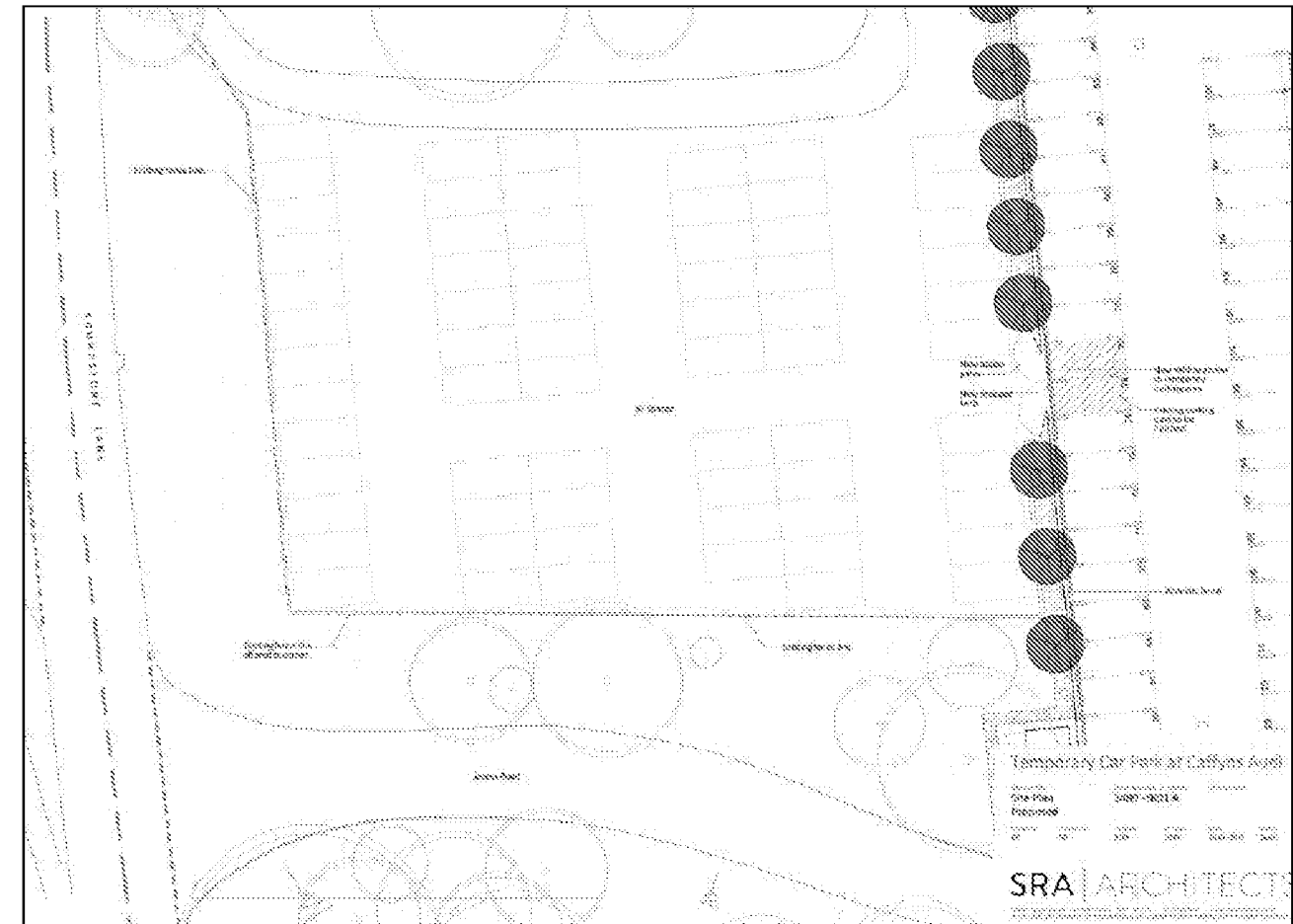


Figure 4: Proposed site layout for temporary car park extension

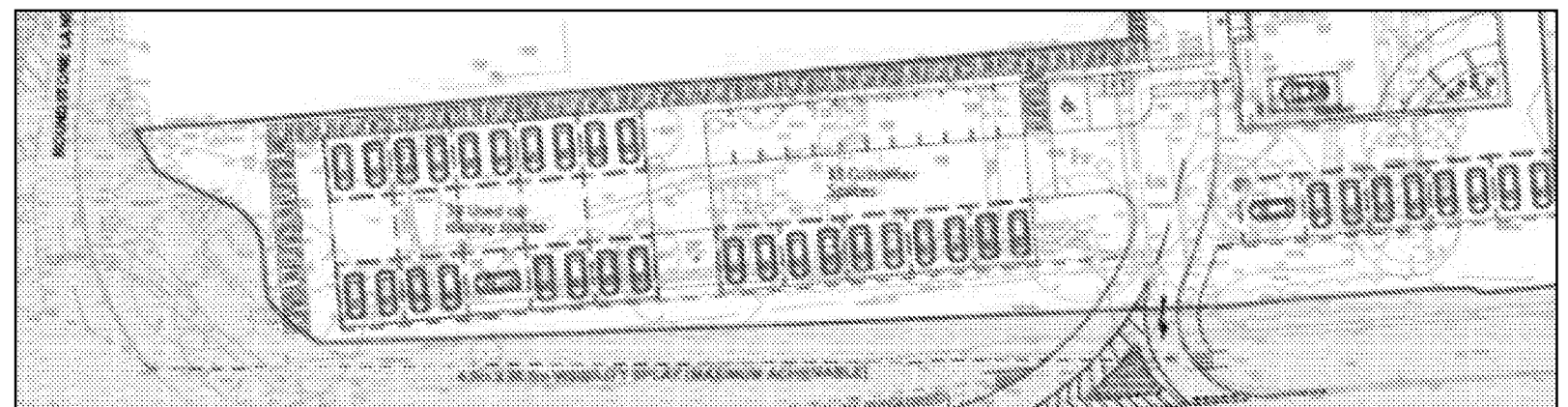


Figure 5: Approved car parking to southern boundary of site adjacent to A259

Planning Policy

This section details relevant planning policies from the Development Plan for Arun District including the Arun Local Plan (2018) and Angmering Neighbourhood Plan, together with the National Planning Policy Framework (NPPF) (2018).

National Planning Policy

The National Planning Policy Framework (NPPF) was published in March 2012, and revised on the 24th July 2018. The NPPF states that “*at the heart of the National Planning Policy Framework is a presumption in favour of sustainable development*” (**paragraphs 10 & 11**). The presumption in favour of sustainable development, as set out in the Framework, indicates that where this test is met, applications should be approved without delay.

Chapter 6 of the revised NPPF refers to Building a strong competitive economy. **Paragraph 80** states:

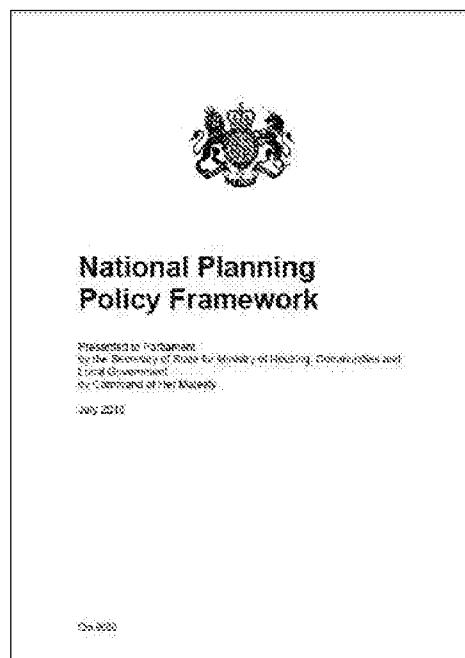
“Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.”

Paragraph 84 states: “*...The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.*”

The revised NPPF defines previously developed land as: “Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.”

Chapter 11 is titled Making effective use of land.

Paragraph 118 requires planning policies and decisions to give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.



Paragraph 124 addresses the importance of good design, stating that “*The creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities*”.

Paragraph 170 states that Planning policies and decisions should contribute to and enhance the natural and local environment by:

f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

Local Planning Policy

Adopted Arun Local Plan 2018

The Arun Local Plan 2011-2031 was adopted in July 2018. The plan supersedes the Arun Local Plan 2003.

The Caffyns site is now located within the designated settlement boundary of Angmering and lies outside the strategic and local gap.

Policy SD SP1 reiterates the presumption in favour of sustainable development as set down in the NPPF.

Policy SD SP2 refers to the built-up area boundaries as defined on the policies map. The new Local Plan sees amendments to the settlement boundary of Angmering incorporating the Caffyns Audi site into the built-up area and removing the site from the strategic and local gap. See Figures 6 and 7.

The policy permits development within the Built Up Area boundaries, subject to consideration against other policies of the Local Plan.

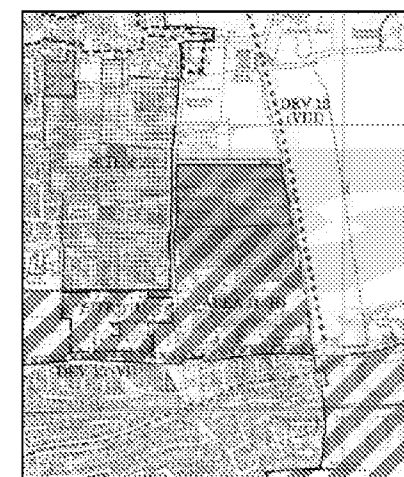


Figure 6: Extract from superseded Arun Plan 2003

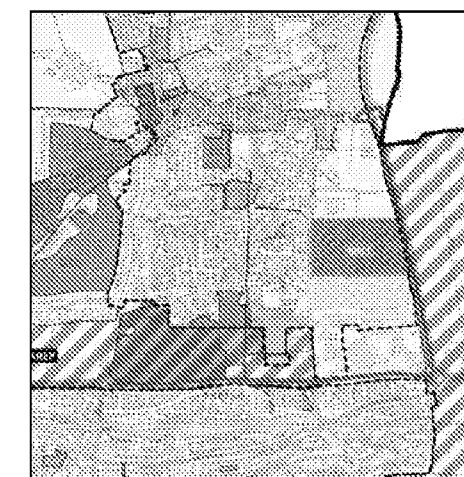


Figure 7: Extract from adopted Arun Plan July 2018

Note:
Green hatching denotes Settlement Gap
Black dashed line represents Settlement Boundary

Planning Policy cont.

Adopted Arun Local Plan 2018

Policy SD SP1a encourages the effective use of previously developed land , provided that it is not of high environmental value.

The Local Plan includes a strategic objective from employment and enterprise within the district. The plan aims:

“To strengthen Arun’s economic base and provide local job opportunities by increasing, diversifying and improving the quality of employment within the District through the provision of appropriate employment sites, better infrastructure including road access, quality affordable accommodation and the development of business support and partnerships”.

Policy EMP DM1 seeks 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.

Policy T SP3 seeks to ensure that improvements necessary to enhance the strategic and supporting road network within the District can be carried out, the lines of major road schemes, as shown on the Policies Map. Development along the A259 Roundstone Bypass Improvement will be protected.

Policy D SP1 seeks to ensure that all development proposals are of a good quality and demonstrate a high standard of design.

Policy D DM1 concerns aspects of design and quality for new development including character appearance and impact, innovation, scale, layout and adaptability.

Policy QE DM2 safeguards outdoor lighting from new development causing harmful light pollution.

Policy ENV DM5 protecting biodiversity on site through appropriate surveys and ensuring mitigation measures are taken where necessary. It seeks development to achieve a net gain in biodiversity through the inclusion of bat and bird boxes.

Policy W SP1 encourages development to make active use of surface water as a design feature and encourages water efficiency measures.

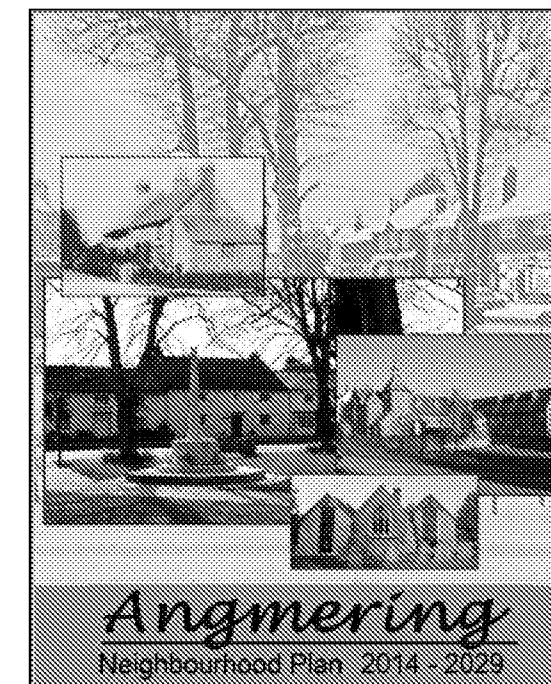
Policy QE SP1 requires that all development contributes positively to the quality of the environment and will ensure that development does not have a significantly negative impact upon residential amenity.

Angmering Neighbourhood Plan 2014—2029

The Angmering Neighbourhood Plan reiterates the presumption in favour of sustainable development. There are no policies of specific relevance to the proposal.

The Plan refers specifically to Employment Areas. It states:

“A number of small business areas are situated on the outskirts of the village, with a variety of units of different sizes and types principally characterised by garden centres, greenhouses, poly tunnels ‘shed’ like buildings, a few small office buildings, garages and car lots.”



Policy ER2 (Local Employment) relates to the loss of employment and position to retain and positively support employment land provision.

The Neighbourhood Plan also identifies the Caffyns Audi site as falling within an area of commercial character in townscape terms.

Principle of development

The application site now falls within the settlement boundary of Angmering. In addition the Angmering Neighbourhood Plan shows the site to be situated within an Employment Area.

Policy SD SP2 of the Arun Local Plan permits development within the built up area boundary subject to consideration against other policies in the plan.

Policy SD SP1a encourages the effective use of Previously Developed Land provided it is not of high environmental value. This is in accordance with the aims of the revised NPPF which seeks to enhance the local environment through the re-use of brownfield and previously developed land.

Policy EMP DM1 seeks to enhance existing employment sites and premises to maintain a supply of good quality commercial premises. The Angmering Neighbourhood Plan identifies the application site as being in an employment area where the land should be retained for employment use and used to support employment in the local area.

There is a general presumption in both local and national planning policy to support local employment opportunities. The temporary car park extension is important to support the new dealership during its initial period of establishment, when access to the site and use of vehicle parking and display spaces will be compromised by the A259 works.

Amount

There are a total of 193no. parking spaces across the existing site. The existing permission includes the provision of 51no. vehicle spaces to the A259 road frontage comprising of 38no. used car spaces and 13no. customer spaces. The remaining vehicle workshop parking is located to the rear (north) of the site and provides a further 142no. workshop spaces including 17no. staff car parking.

The proposal seeks for the provision of a temporary car park in order to provide 67 car parking spaces. These additional proposed spaces will act as a substitute for the proposed parking area to the south (which provides 51no. spaces) whilst works on the A259 take place. The number of spaces has been developed using the natural layout and existing boundaries of the site.

A259 Corridor Improvement

In 2016, a West Sussex County Council (WSCC) consultation document indicated that Phase 1 of the A259 improvements and widening works would include dualling the carriageway between Junction 9 (Station Road Roundabout) and Junction 11 (A280/A259 Roundabout). These works are referred to under Policy T SP3 of the Arun Local Plan.

WSCC have confirmed that the enabling works for the widening between Junctions 10 and 11 will begin in January 2019. Details provided by WSCC have confirmed that Phase 2 of the works (as shown below) will result in the restriction of the existing main southern access from the Caffyns site onto the A259.

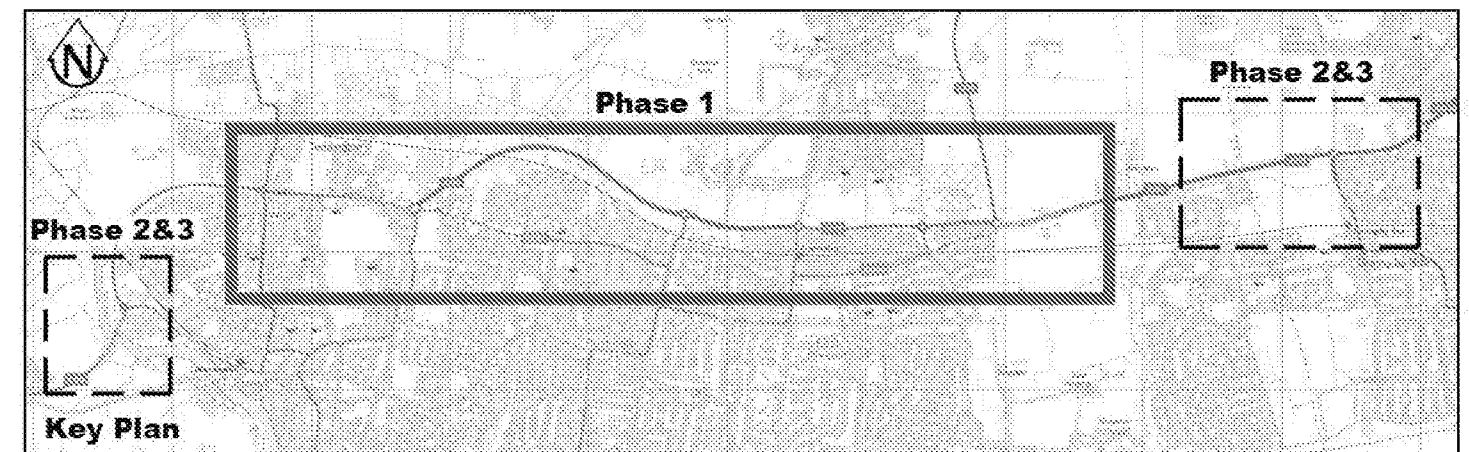


Figure 8: Extract from WSCC consultation leaflet 2016

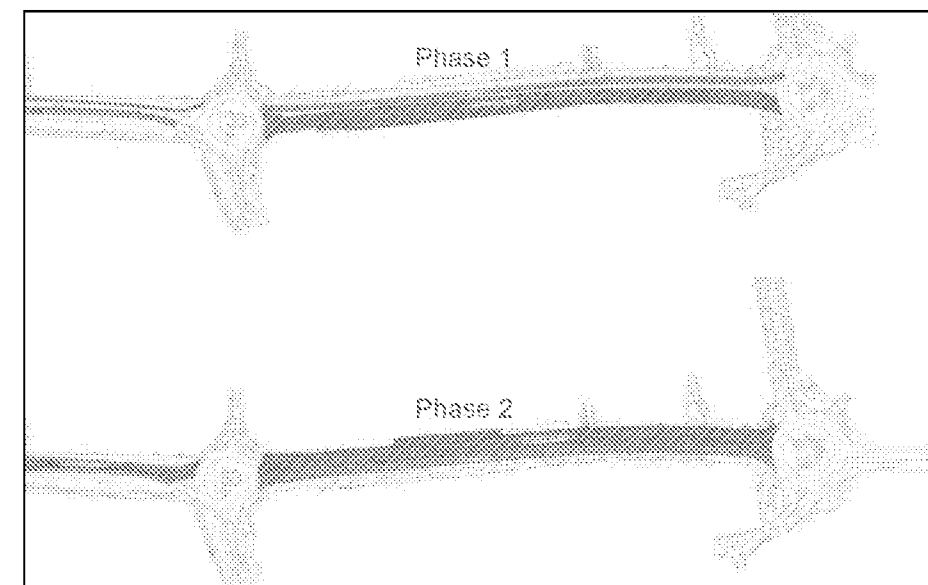


Figure 9: Extract from WSCC phasing of works for junction 10-11 as provided in July 2017

Access

No new accesses will be created onto the highway. The existing vehicular access from Roundstone Lane was originally intended as a point of egress for goods vehicle movements, including car transporters. When use of the southern access may be compromised during the road widening works, the access from Roundstone Lane (shown in Figure 12) can be used with the temporary car park area easily accessible. The access into the temporary car park will be provided through the existing parking area.

The existing access on to the A259 was designed in the form of left-in / left-out and designed to accommodate both the existing single lane form of the carriageway and the forthcoming A259 dual carriageway. The access design to the southern entrance is such that only a minor alteration would be required to accommodate the additional eastbound lane once the dualling works are complete.

The proposal is considered to comply with the requirement of policy D DM1, policy D SP1 and policy T SP3 of the Arun Local Plan.

Figure 10:
Photo of existing
southern access
onto A259



Figure 11:
Permitted access arrange-
ments on the A259 to incor-
porate the proposed A259
works once
completed.

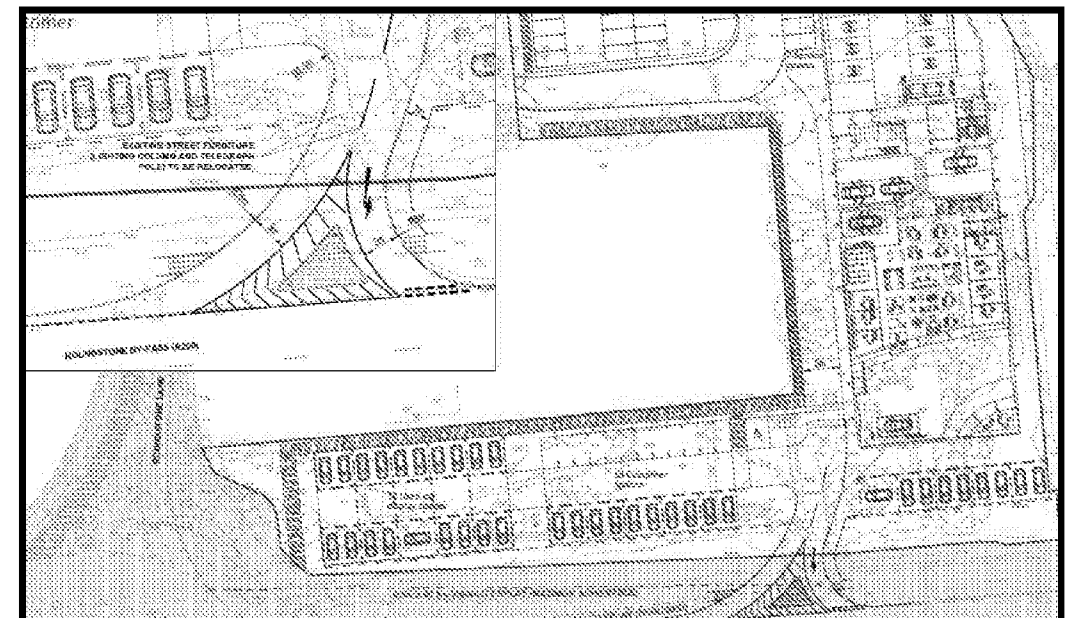
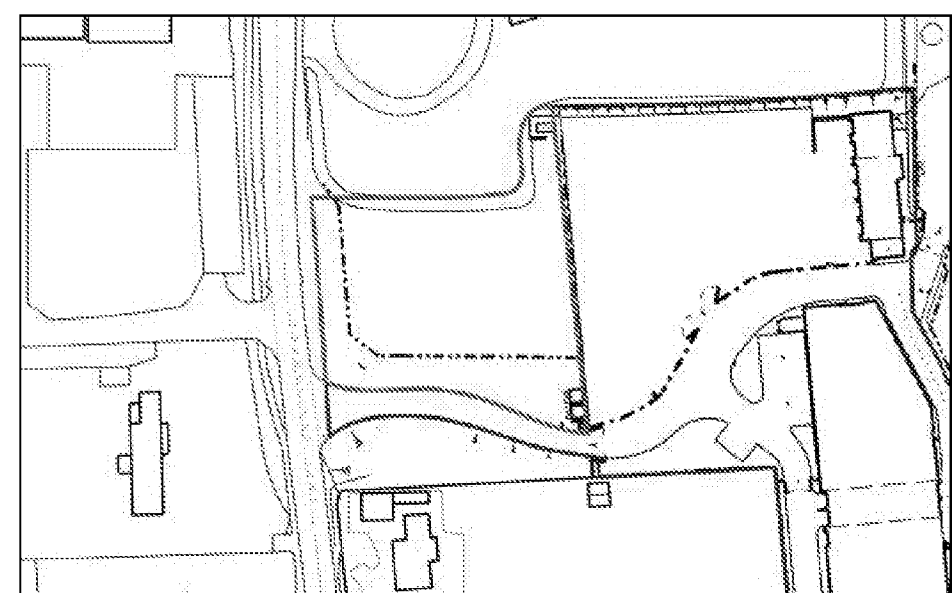


Figure 12:
Photo of existing
access onto
Roundstone
Lane



Figure 13:
Existing and proposed
site access to remain
unchanged onto
Roundstone Lane



Layout and Appearance

The layout of the proposal has been informed by the existing fenced boundaries, the size of the site and its current appearance from Roundstone Lane. The Ecology Partnership has identified existing features within the site (shown in Figure 14). The proposed temporary car park will respect the existing boundaries and layout of the plot with the retention of the grassland to the south and west boundaries beyond the fence line which will be retained, reducing the visual impact on the street scene.

The proposed surface treatment will be of a natural unconsolidated material of a temporary nature, consolidating the existing gravel and foundations present on the site. The surface and parking for 67 spaces, would be contained within the existing fencing line.

The appearance of the parking area would not be dissimilar to that of the car sales parking on the opposite side of Roundstone Lane, however, it would be less prominent being further set back with a wide established green buffer.

The proposal is considered to comply with policy D SP1 and policy D DM1 of the Arun Local Plan.

Scale

The proposed development comprises is accommodated on a site measuring 0.27 hectares and is no bigger that the existing parking areas opposite to the west of Roundstone Lane. The scale will not appear out of keeping within its surroundings. The scale of the proposal is considered to comply with policy D SP1 and policy D DM1 of the Arun Local Plan.

Use

The proposal will change the use of the site from an area of previously developed scrubland, to temporary use for car parking. The site previously accommodated greenhouses, and now comprises of scattered grass, shrubs and trees growing through a lined gravel substrate and degraded hardstanding and concrete paths (former foundations of horticultural buildings). There is no loss of agricultural/horticultural activity as this is no longer operational. The proposed works will tidy up the overgrown and underutilised piece of land. The use of the site for commercial purposes will acceptably blend in with its commercial surroundings. The proposed use is considered to comply with policy D SP1 and policy D DM1 of the Arun Local Plan.

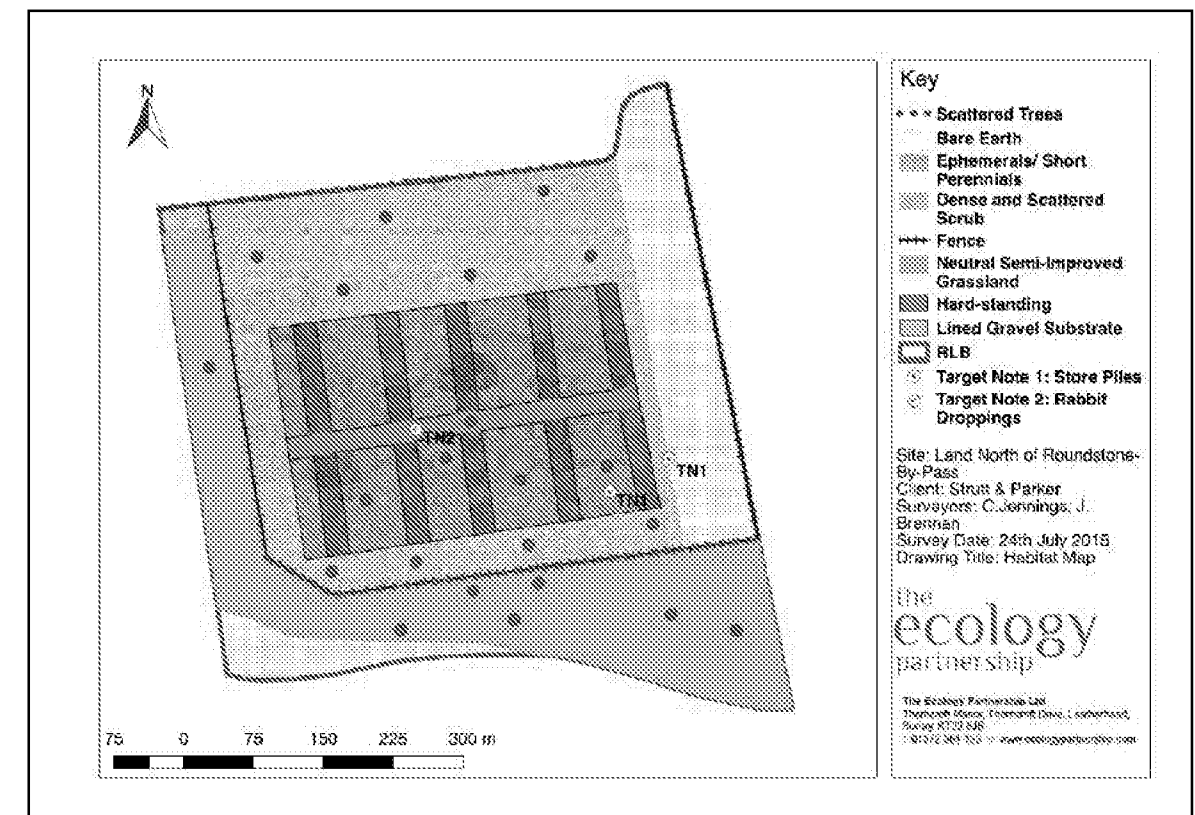


Figure 14: Existing composition and layout of site

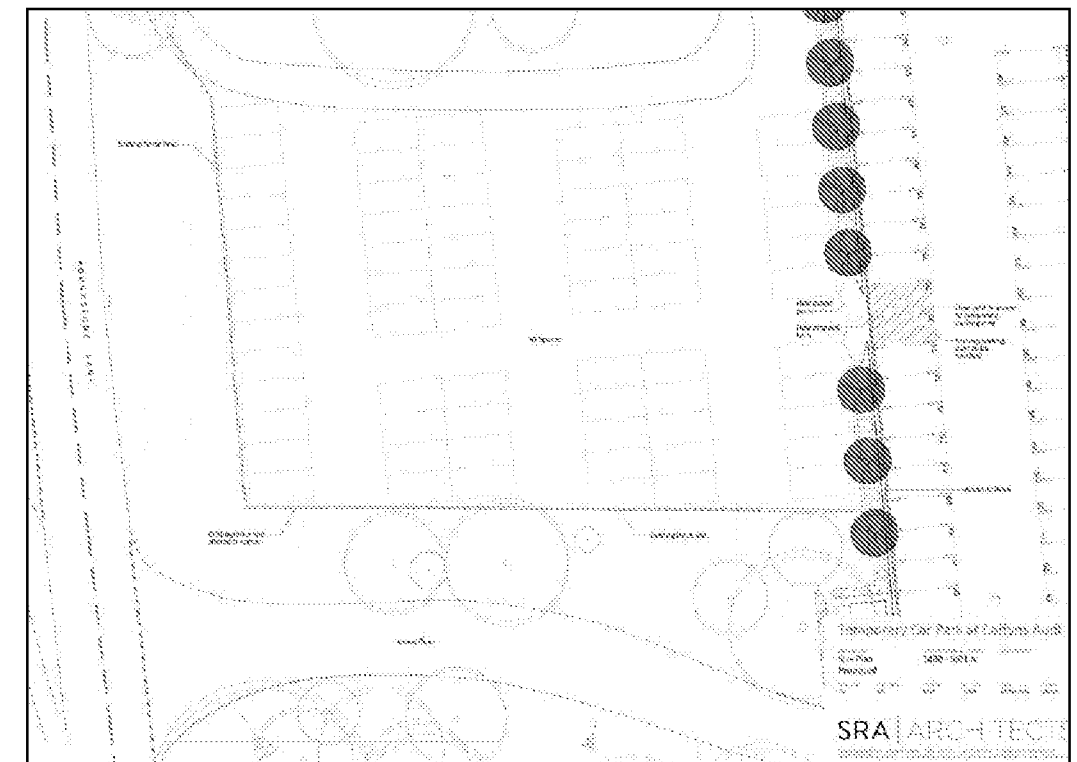


Figure 15: Proposed site layout

Drainage

The site falls within Flood Zone 1. A drainage statement has been prepared by Eastwood & Partners which concludes that the sub-soils are suitable for the disposal of surface water through soakaways and that the proposed permeable car park surface will not require any positive drainage. The proposal is therefore considered to comply with policy W SP1 of the Arun Local Plan 2018.

Ecology

The Ecology Partnership has produced a report on the site. The site is not designated for its nature conservation value, nor does the site lie adjacent to any designated sites. The site was not found to provide a suitable habitat for badgers, dormice, bats, bird nesting or Great Crested Newts. The site has some potential to be used for foraging and commuting purposes for badgers. Whilst there was likely to be no impact on these species, some mitigation measures are considered desirable. These include: the removal of any shrubs/trees outside bird breeding season with clearance method by hand where necessary, the provision of bat and bird nest boxes to the peripheral areas with landscape enhancement if possible. However, given the temporary nature of the proposal, bat and bird boxes are unlikely to be effective. Any lighting scheme should be sympathetic. If burrows are identified during construction, these should be excavated by hand.

The proposal is therefore considered to comply with policy ENV DM5 of the Arun Local Plan 2018.

Trees

Arun District Council's online mapping tool shows the site to be partially covered by a tree protection order under TPO/A/1/17 and TPO/A/3/17. None of the protected trees fall within the application site (all are located beyond the northern boundary) nor will they be affected by the proposed development. A tree survey was completed by PJC Consultancy. A total of three trees and one tree group were recorded in Tree Survey. All of the trees were recorded as having a low landscape value and PJC recommend that they could be felled if they were a constraint to the design. Group G4 will be required to be removed. These were recorded as the lowest grade on the site.

The proposal is therefore considered to comply with policy D DM1 of the Arun Local Plan 2018.

Lighting

The existing rear car park at the site remains in darkness through the night with lights turned off from 11pm. The temporary car park area will not be lit through the night to respect the nearest residential properties. The proposal is therefore considered to comply with policy QE DM2 of the Arun Local Plan 2018.

Residential Amenity

The impact on neighbouring residents has been considered carefully. The nearest residential dwellings are Kelston House to the south and Quiet Waters to the north (which is proposed to be demolished and 30 houses erected). The proposals will not impact on the existing access arrangements or boundary treatments.

It is therefore considered that the proposal is acceptable in residential amenity terms and so complies with policy QE SP1 of the Arun Local Plan 2018.

Summary

- This planning application for a temporary car park extension, follows the recent permission and construction of the new Caffyns Audi dealership in the Arun District following its relocation from Broadwater Road, Worthing.
- The car park extension would be used in conjunction with the car dealership and is required in order to ensure that the site can continue to trade successfully whilst the A259 dualling works are being completed.
- The proposal would allow for up to 67 parking spaces to be brought into use to support the use of the site while the A259 widening works compromise the commercial use of the approved 51 spaces on the main road frontage.
- The principle of commercial development is considered acceptable given it forms a redevelopment of an area of previously developed land within the settlement boundary and employment area, that does not hold any special ecological or environmental value. The proposal would introduce a new useable surface within the existing gravelled/concreted area within the existing fence line. It has been demonstrated that there are appropriate drainage measures in place for the permeable surface and the clearance of shrubs and trees are acceptable.
- The layout of the temporary car park has been configured to retain the existing grass buffer, with access via the existing rear car park. The proposals will not affect the existing accesses onto the highway.
- The development is needed in order to support the continued successful operation of the business during the A259 widening works, which are programmed during the important establishment phase of this new dealership.

Planning permission is therefore respectfully requested for this development.