

Agenda Item	A6
Application Number	23/00569/FUL
Proposal	Erection of single storey building comprising of four lock-up garages with solar panels
Application site	Land Adjacent 118 Thornton Road Morecambe Lancashire
Applicant	Cllr. Paul Hart
Agent	Mr. Vincent Wang
Case Officer	Mrs Kim Ireland
Departure	No
Summary of Recommendation	Approval, subject to conditions

(i) Procedural Matters

This form of development would normally be determined under the Council's Scheme of Delegation. However, the site is in the ownership of Councillor Paul Hart and as such, the application is referred to the Planning Regulatory Committee.

1.0 Application Site and Setting

1.1 The site which forms the subject of this application is situated to the south of Thornton Road, in between the properties of 118 and 124 Thornton Road. The site is currently used for off street parking from Thornton Road.

1.2 The neighbouring properties of 118 and 124 Thornton Road are three storey bay window properties with the properties directly opposite of the same appearance. To the northeast of the site is the commercial property of Hodgsons Garage, with further commercial properties further to the northeast of the garage. To the south of the site there are two storey residential properties located within Ashton Road. An alleyway separates the land from the rear yards of the properties located within Ashton Road. To the south of the site the land is bounded by a 2m in height wall from within the site, however the height of the wall from the alleyway is 1.5m in height, due to land levels.

2.0 Proposal

2.1 The proposed single storey building is to be sited abutting the boundary wall to the south of the site. The building will provide four adjoining lock up garages. There is a need within the local area for off street parking spaces and in particular the need for lock up garages, where equipment and valuables are kept within vehicles overnight and extra security is required.

2.2 The proposed four lock up garages will measure approximately 15.6m in length, 9.3m in width and a maximum of 5.3m in height at the front and a minimum of 3.2m in height to the rear. The proposed

building will be finished in painted render, under a flat sloping roof with 50 solar panels and roller shutter garage doors.

3.0 Site History

3.1 A number of relevant applications relating to this site have previously been received by the Local Planning Authority. These include:

Application Number	Proposal	Decision
20/00478/FUL	Erection of a four storey building comprising 6 one bedroom flats (C3), 2 garages and storage areas	Refused

4.0 Consultation Responses

4.1 The following responses have been received from statutory and internal consultees:

Consultee	Response
County Highways	<p>No Objection, permission will be required from United Utilities to enable a connection for the foul and surface water. The footway across the whole of the site will need to be replaced with new kerb lines to show the extent of the adopted footway. The following condition is recommended:</p> <ul style="list-style-type: none"> • Details of the drainage strategy shall be submitted prior to the commencement of the development.
Environmental Health Officer	At the time of compiling this report, no comments received.
Natural England	At the time of compiling this report, no comments received.
Morecambe Parish Council	At the time of compiling this report, no comments received.

4.2 The following responses have been received from members of the public:

- The proposed plans appear to extend beyond the building line of the adjacent properties into the pavement. This would appear as a jarring sight line along the road.
- Up and over garage doors must not impinge upon the adjacent pavement.
- Drivers will need to leave their vehicles to open and close the garage doors, which has the potential to obstruct the pavement, this could be avoided with remote opening by the driver.
- Consideration has been given to the external appearance of the garage and the use of a local artist to attend to details and materials, could be an attractive feature that reflects in some way the street architecture.
- The use of the garages should only be for domestic vehicles, not commercial vehicles and should not be used for storage of business purposes.

5.0 Analysis

5.1 The key considerations in the assessment of this application are:

- Principle of Development
- Design
- Highways and Parking
- Residential Amenity
- Drainage

5.2 Principle of Development (Strategic Policies and Land Allocations DPD Policy SP1: Presumption in Favour of Sustainable Development)

- 5.2.1 The site is located within a predominately residential area with some commercial properties to the northeast of the site. The site is currently used for off street parking and the proposal although proposes a structure to be erected within the site, will continue to provide secure off-street parking. Residential properties within the area have off street parking in the form of driveways and in some cases garages, although the garages are not related to domestic properties, the scale and nature of their intended use is considered to be compatible with the wider area. Accordingly, therefore, the proposal is considered acceptable in terms of the principle of the development.
- 5.3 Design (NPPF Section 12 Achieving well-designed places, 154 -155, Development Management (DM) DPD Policy DM29 Key Design Principles)
- 5.3.1 Policy DM29 of the DPD requires a good standard of design, requires proposals to demonstrate an understanding of the wider context so that they make a positive contribution to the local area. The existing car parking area has a tarmacked surface with a dropped kerb that is the full length of the tarmacked area.
- 5.3.2 There are 50 solar panels proposed to be installed to the roof of the proposed four lock up garages. The roof of the proposed lock up garages is a lean to roof and therefore the proposed solar panels will not be viewed from within the street scene of Thornton Road due to the design of the roof. This aspect of the proposal is supported by the Local Planning Authority as it supports the ambitions of the Council given the climate emergency declaration.
- 5.3.3 The wider area comprises of a mixture of building styles and built forms. The proposed four lock up garages have sought to reflect the design and materials from the garage building that is located to the northeast of the site. The building is of a design that is in keeping with the area in which it is to be sited and the scale, although is of a single storey will appear proportionate given the distance to the residential properties located to the south along Ashton Road and the taller frontage, akin to other building styles within the area. The development is therefore considered acceptable in terms of design.
- 5.4 Highways and Parking (NPPF Section 12, Development Management (DM) DPD Policy DM62: Vehicle Parking Provision)
- 5.4.1 The land currently provides off street parking and is not specifically related to a business, however they are predominately used for the adjacent businesses. Therefore, the use of the land for off street parking is to remain. The kerb to the north of the land is already dropped to allow for vehicles to enter and exit the site without damaging the existing footway. The proposed works are wholly within the existing tarmacked area and do not encroach onto the public footpath nor will the proposed roller shutter doors. Therefore, the development is considered acceptable in terms of highways impacts.
- 5.4.2 The Highway Development Control Section of Lancashire County Council have raised no objections to the planning application and have requested that the footway across the whole of the site will need to be replaced with new kerb lines under the Highways Act 1980 Section 171.
- 5.5 Residential Amenity (NPPF Section 12, Development Management (DM) DPD Policy DM29: Key Design Principles)
- 5.5.1 The proposed lock up garages have been designed to be of a single storey in height, incorporating a sloped roof to enable the use of solar panels to the roof and to prevent any anti-social behaviour in terms of people being able to climb onto the roof, in particular from the alleyway to the south.
- 5.5.2 The height of the building has been minimised to reduce impact upon the residential amenities of the neighbouring properties. The highest part of the building is to the frontage to ensure that the design fits visually with the surrounding area; to the rear however, the height is significantly lower to reduce the impact upon the neighbouring properties with regards to overbearing/ overshadowing and over dominance impact. The impacts upon the neighbouring property are not considered to be severe and, therefore, no concerns are raised with regards to the amenity of the nearest residents located along Ashton Road or to either side.
- 5.5.3 The proposed lock up garages are required for off street parking and in particular where equipment and valuables are kept within vehicles overnight and extra security is required. The impacts of the

proposal on residential properties is considered to be minimal, as the lock up garages will only be accessed for vehicles entering and exiting the vehicles. No commercial businesses will be operating from the garages as this is not the intended purpose that planning permission has been sought. To ensure that the proposed garages are only used for storage and for the housing of a vehicle, conditions are proposed to be attached to the decision to prevent uses that could give rise to noise and disturbance.

5.6 Drainage (Development Management (DM) DPD Policy DM34 Surface Water Run-off and Sustainable Drainage)

5.6.1 The development is to collect surface water drainage and will connect to the existing infrastructure within Thornton Road. There is no existing surface water drainage within the site and therefore the proposed system will be an improvement to the site. The Highway Development Control Section of Lancashire County Council have requested a condition for a drainage strategy to be submitted prior to the occupation of the building. Therefore, no concerns are raised with regards to drainage subject to the submission of a drainage strategy.

6.0 Conclusion and Planning Balance

6.1 The development will provide four lock up garages on an area of land that is currently used for off-street parking. The scale of the development, although is of a single storey has been designed to not have a negligible impact upon the amenity of the nearest properties, namely to the south of the site along Ashton Road. The design and materials are derived from the commercial garage that is to the north east of the site and the design is not considered to be detrimental to the visual amenities of the surrounding area. The proposed surface water drainage will be an improvement to the site. Subject to conditions being imposed, the proposal is considered to be acceptable with consideration being given to all other matters and in respect of local and national planning policies.

Recommendation

That Planning Permission BE GRANTED subject to the following conditions:

Condition no.	Description	Type
1	Standard 3 Year Timescale	Control
2	Development in accordance with approved plans	Control
3	Drainage Strategy	Pre-occupation
4	Lock up garages will only be used to house vehicles and for storage	Control

Article 35, Town and Country Planning (Development Management Procedure) (England) Order 2015

Lancaster City Council has made the decision in a positive and proactive way to foster the delivery of sustainable development, working proactively with the applicant to secure development that improves the economic, social and environmental conditions of the area. The decision has been taken having had regard to the impact of development, and in particular to the relevant policies contained in the Development Plan, as presented in full in the officer report, and to all relevant material planning considerations, including the National Planning Policy Framework, National Planning Practice Guidance and relevant Supplementary Planning Documents/ Guidance.

Background Papers

None