



ADUR DISTRICT C O U N C I L

27 May 2022

Adur Planning Committee	
Date:	6 June 2022
Time:	7.00 pm
Venue:	QEII Room, Shoreham Centre, Shoreham-by-Sea

Committee Membership: Councillors Carol Albury (Chair), Joe Pannell (Adur Vice-Chairman), Vee Barton, Mandy Buxton, Jeremy Gardner, Dan Flower, Jim Funnell, Carol O'Neal and Julian Shinn

NOTE:

Anyone wishing to speak at this meeting on a planning application before the Committee should register by telephone (01903 221006) or e-mail democratic.services@adur-worthing.gov.uk before noon on Wednesday 1 June 2022.

Agenda

Part A

1. Substitute Members

Any substitute members should declare their substitution.

2. Declarations of Interest

Members and Officers must declare any disclosable pecuniary interests in relation to any business on the agenda. Declarations should also be made at any stage such an interest becomes apparent during the meeting.

If in doubt contact the Legal or Democratic Services representative for this meeting.

Members and Officers may seek advice upon any relevant interest from the Monitoring Officer prior to the meeting.

3. Public Question Time

So as to provide the best opportunity for the Committee to provide the public with the fullest answer, questions from the public should be submitted by **midday** on **Tuesday 31 May 2022**.

Where relevant notice of a question has not been given, the person presiding may either choose to give a response at the meeting or respond by undertaking to provide a written response within three working days.

Questions should be submitted to Democratic Services – democratic.services@adur-worthing.gov.uk

(Note: Public Question Time will last for a maximum of 30 minutes)

4. Items Raised Under Urgency Provisions

To consider any items the Chair of the meeting considers urgent.

5. Planning Applications (Pages 5 - 46)

To consider the reports by the Director for the Economy, attached as Item 5.

6. Planning Appeals

None to report.

Part B - Not for publication - Exempt Information Reports

None.

Recording of this meeting

Please note that this meeting is being live streamed and a recording of the meeting will be available to view on the Council's website. This meeting will be available to view on our website for one year and will be deleted after that period. The Council will not be recording any discussions in Part B of the agenda (where the press and public have been excluded).

For Democratic Services enquiries relating to this meeting please contact:	For Legal Services enquiries relating to this meeting please contact:
Katy McMullan Democratic Services Officer 01903 221006 Katy.mcmullan@adur-worthing.gov.uk	Caroline Perry Senior Lawyer & Deputy Monitoring Officer 01903 221081 Caroline.perry@adur-worthing.gov.uk

Duration of the Meeting: Four hours after the commencement of the meeting the Chairperson will adjourn the meeting to consider if it wishes to continue. A vote will be taken and a simple majority in favour will be necessary for the meeting to continue.



ADUR DISTRICT
COUNCIL

Planning Committee
6 June 2022

Agenda Item 5

Ward: ALL

Key Decision: Yes / No

Report by the Director for Economy

Planning Applications

1

Application Number: AWDM/0338/22 Recommendation – Approve

Site: Sir Robert Woodard Academy, 44 Upper Boundstone Lane, Sompting

Proposal: Construction of floodlit artificial Multi-Games pitch with sprint track and long jump pit and associated landscaping. Application to vary conditions 5 and 11 of AWDM/1883/15: to extend floodlight hours and hours of use to 9.10pm Monday to Friday.

2

Application Number: AWDM/2128/21 Recommendation – Approve

Site: Land South Of 108 To 126 Gordon Road, Shoreham-By-Sea

Proposal: Proposed 53 no. single storey Class B8 self storage units totalling 636 sqm with associated turning facilities (on land to west of 1-3 Eastern Road)

3

Application Number: AWDM/0977/21 Recommendation – Approve

Site: 126 Upper Shoreham Road, Shoreham-By-Sea

Proposal: Demolition of existing house and the erection of 4 x 3 bed semi-detached houses with associated parking and bin store

4

Application Number: AWDM/0373/22 Recommendation – Approve

Site: 29 Meadowview Road, Sompting, West Sussex

Proposal: Single storey detached building in rear garden to provide ancillary accommodation to the main house

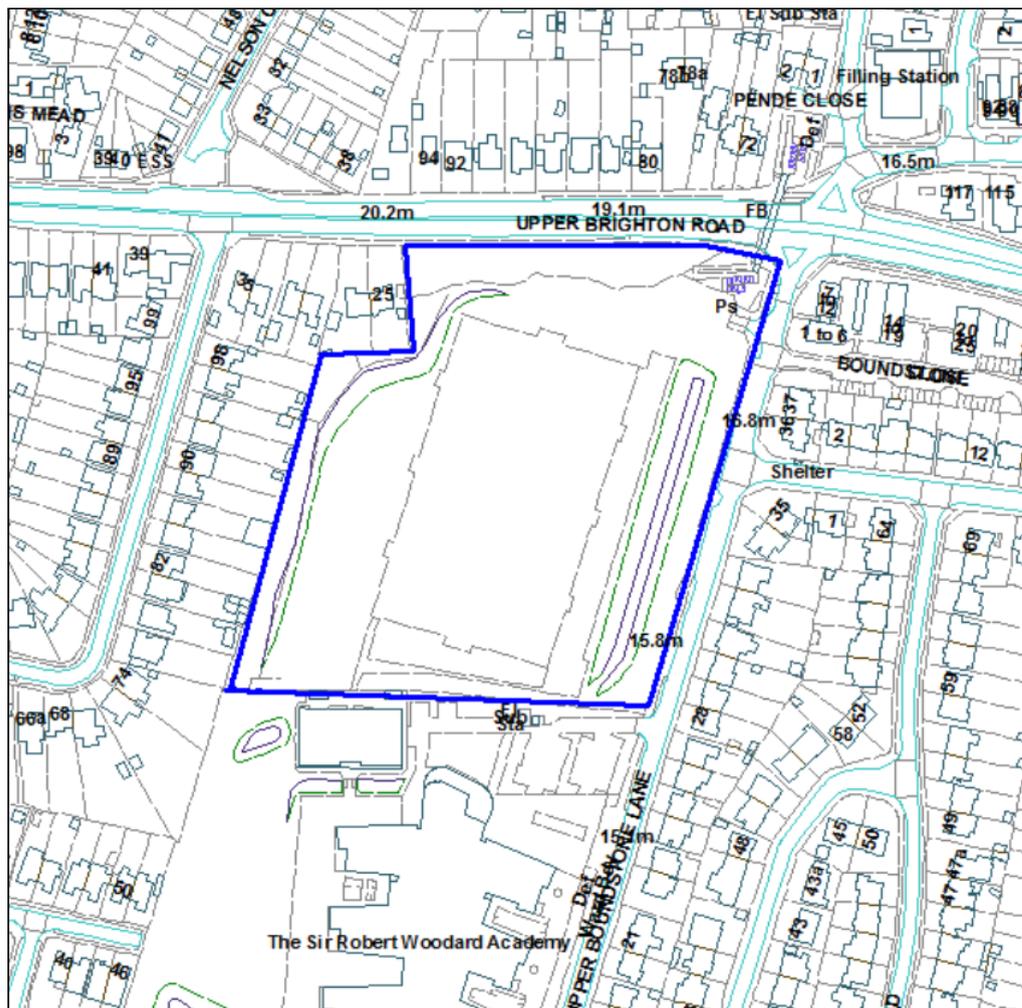
5

Application Number: AWDM/0285/22 Recommendation - Refuse

Site: 15 George V Avenue, Lancing, BN15 8NG

Proposal: Single storey rear extension

Application Number:	AWDM/0338/22	Recommendation - Approve
Site:	Sir Robert Woodard Academy, 44 Upper Boundstone Lane, Sompting	
Proposal:	Construction of floodlit artificial Multi-Games pitch with sprint track and long jump pit and associated landscaping. Application to vary conditions 5 and 11 of AWDM/1883/15: to extend floodlight hours and hours of use to 9.10pm Monday to Friday.	
Applicant:	Sir Robert Woodard Academy	Ward: Cokeham
Agent:	Mrs Stacey Bull	
Case Officer:	Peter Barnett	



Not to Scale

Proposal, Site and Surroundings

Planning permission was granted in 2016 for the construction of a floodlit artificial Multi-Games pitch with sprint track and long jump pit the playing field to the north of the Sir Robert Woodard Academy(AWDM/1883/15).

To the north, the site is bounded by the A27 Upper Brighton Road; to the east lies Upper Boundstone Lane with bungalows on the east side facing the site; the school building lies to the south with dwellings in Berriedale Drive to the west. There are several dwellings adjacent to the north west corner of the site which front the A27.

The site was formerly the location of the original school buildings prior to their demolition in 2012.

The permission is subject to a number of conditions and a Community Use Agreement (CUA), enabling local sports groups, organisations and individuals to hire the pitch out of school hours.

Condition 5 states:

“The football pitch floodlighting hereby approved shall only be switched on between the hours of 9.00am and 8.30pm Mondays to Saturdays and between 10.00am and 6.00pm on Sundays and Bank/Public Holidays.”

Condition 11 states;

“The pitch hereby approved shall not be used other than between the hours of 09.00am and 8.30pm Mondays to Saturdays and between 10am and 6.00pm on Sundays and Public/Bank Holidays.”

The Academy wishes to extend the hours slightly to allow for use of the pitches up to 9.10pm Mondays to Fridays. The supporting statement submitted with the application explains:

“Our community hire booking system allows for the booking of community use facilities by the half hour. We are currently unable to hire out the facility until 8.30pm, as the team/s need 10 minutes to pack up their equipment and use of the floodlights to do so. This means that currently bookings have to cease at 8pm in the winter months.

We have seen a significant increase in demand for sporting facilities since the lifting of many post pandemic restrictions, and an extension to the current permitted times would allow us to support many more local clubs with their requests for facilities for community sports.

Our first request would be an extension to 9.10pm, to allow a further full hour of community hire, Monday to Friday. However, if you do not feel that this is acceptable, then we would like to request a shorter extension to 8.40pm, to allow us to hire out the facility until 8.30pm with a 10 minute packing up time.

Our academy is currently open until 10pm, so this request would fit within our community use strategy.”

Relevant Planning History

AWDM/1883/15 - Construction of floodlit artificial Multi-Games pitch with sprint track and long jump pit and associated landscaping.

Consultations

West Sussex County Council: No objection. Conditions 5 and 11 were secured for resident amenity reasons. The Local Highways Authority is also mindful that the extended hours of use, will allow for the use of the site at times where the wider highway network is not at its peak use. As such the Local Highways Authority does not anticipate that the proposed revised hours 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 111), and that there are no transport grounds to resist the proposal.

Adur & Worthing Councils: The **Environmental Health** officer has no objection

National Highways: No objection

Sport England: No objection

Sompting Parish Council: The Council has no objection to the shorter option to extend the floodlight hours and hours of use to 8.40pm but it does object to the longer option of 9.10pm. This is taking into account the valid representations from local residents.

Representations

11 objections received:

- Residents already suffer from noise, shouting, cheering, swearing
- There is shouting from the moment the school day ends right through the evening and all weekend. There is no respite.
- Pitch already being used beyond permitted hours (*NB this representation misunderstood the permitted hours and thought the time limit was 8pm, rather than 8.30pm*)
- Trees, fencing and bund do not work as noise barrier
- No planting on the bund at all
- Can no longer enjoy peaceful garden
- Spectators make matters worse - we were assured there would be no spectators
- Lights are very bright and illuminate neighbouring gardens
- Pitches are badly managed
- Where is the evidence of the increased demand? Booking system indicates

- lots of free slots on the calendar
- Suggest a compromise of extending hours until 8.40pm only during winter months, so that residents can continue to enjoy their gardens in the summer
- SRWA should not be allowed to seek any further increases in usage.
- SRWA will settle for 8.40pm so that should be the limit
- Unfair to penalise residents further

Relevant Planning Policies and Guidance

Adur Local Plan 2017 policies 32, 33, 34
National Planning Policy Framework (July 2021)

Relevant Legislation

The Committee should consider the planning application in accordance with:

Section 70 of the Town and Country Planning Act 1990 (as amended) provides that the application may be granted either unconditionally or subject to relevant conditions, or refused. Regard shall be given to relevant development plan policies, any relevant local finance considerations, and other material considerations; and

Section 38(6) Planning and Compulsory Purchase Act 2004 that requires the decision to be made in accordance with the development plan unless material considerations indicate otherwise.

Planning Assessment

There were a number of issues to be considered at the time of the original application. These related predominantly to the impact of the use of the pitch on local residents through increased traffic, parking, noise and light impacts from the floodlights. A number of conditions were imposed to control each of these matters and the use has operated since 2016/17 with no reported complaints.

This application has generated a number of objections which refer to noise disturbance and light spillage from the floodlights and which questions whether there is really a demand for use of the pitches later in the evening.

These matters were put to the applicant who has responded as follows:

“The floodlights have never been changed since they were installed and are therefore at exactly the same specification as was agreed at the planning stages.

The Noise Management Plan is still adhered to and the neighbours may contact the school at any time if they have concerns. We employ someone who works solely for the purposes of the lettings, Monday to Friday 4pm-10pm, and at weekends. They are always on site when lettings are on. My office actually faces the 3G pitch and is far closer to the venue than any of the neighbouring properties, and I can never hear anything.

I would add that we run a strict policy of prioritising hire of the pitch to youth groups

in the first instance. Due to the popularity of the pitch with youth groups, we have still not extended any hire to men's 6-a-side leagues, although they contact us all the time. I'm sure you can appreciate that men's teams would likely be noisier than youth teams, although we would still invoke the Noise Management Plan, should we hire to these groups in the future.

I am in a constant battle with hirers at the moment, with several football youth clubs wanting the full pitch on whole evenings, and we just can't accommodate them all. If we are able to extend the timing of the floodlights, then I will be able to move some of the smaller groups to different days, hence freeing up the whole evening for the full pitch for other larger groups. The three main hirers that I am in touch with at the moment are Ace Football Academy, Elite Soccer Coaching, and Matchfit Football who all want Monday-Friday bookings. I am also in touch with Lancing FC Youth, who are looking to block book a year on a Sunday. I cannot stress to you enough how much need there is for local youth groups in the area."

It would appear to be evident that there is demand for the use of the pitch in the evenings and that a short increase in the hours would enable a more efficient use of the facility. An extension of the hours until 9.10pm Monday to Friday only would enable the pitch to be used up until 9pm, with 10 minutes clearing away time. At the moment the pitch is being used up until 8pm, plus 10 minutes clearing away time. The school has said that it would accept an increase until 8.40pm to enable use of the pitch until 8.30pm, plus clearing away time, if Members considered that an extension until 9.10pm was too late.

However, there has been no objection to the later time from the Environmental Health Officer. A Noise Management Plan has been agreed which requires users to sign a Noise Control Agreement with warnings issued to those who are found to be in breach of the Agreement, leading ultimately to expulsion. A mechanism to enable residents to report noise concerns is also in place. The site also has acoustic fencing and bunding to help reduce noise impacts.

It is considered that it would be reasonable to allow an extension until 9.10pm Monday to Friday in these circumstances. At weekends the use of the pitch would cease by 8.30pm (effectively 8pm) on Saturdays and 6pm (effectively 5.50pm) on Sundays (although a check of the pitch online booking system suggests that the pitch is not in use after 5pm on Saturdays and 4pm on Sundays).

Condition 7 of the original planning permission will also have to be amended if this application is approved as it currently allows for pathway lighting to be illuminated between the hours of 9.00am and 9.00pm Mondays to Saturdays and between 09.30am and 6.30pm on Sundays and Bank/Public Holidays. This will need to be changed to allow lighting until 9.30pm, to allow users to leave the pitch safely.

Recommendation

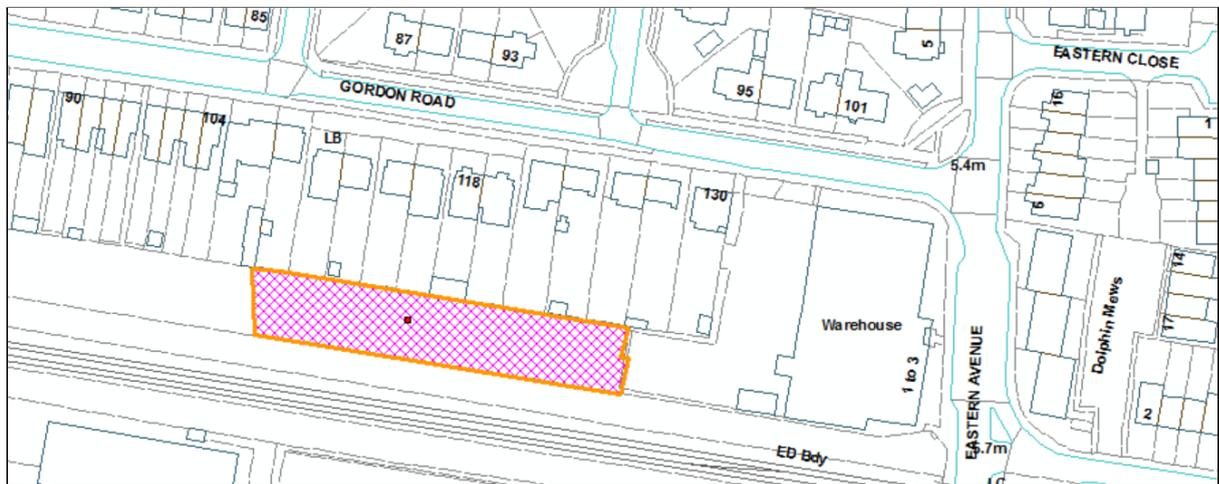
Approve

Subject to conditions:-

1. Approved Plans
2. The development shall not be used at any time other than in strict compliance with the approved details of community use.
3. The football pitch floodlighting hereby approved shall only be switched on between the hours of 9.00am and 9.10pm Mondays to Fridays, 9.30am and 8.30pm on Saturdays and between 10.00am and 6.00pm on Sundays and Bank/Public Holidays.
4. Floodlighting to be installed in accordance with lighting impact assessment document
5. The pathway lighting hereby approved shall only be switched on between the hours of 9.00am and 9.30pm Mondays to Fridays, between 9.00am and 9.00pm on Saturdays and between 09.30am and 6.30pm on Sundays and Bank/Public Holidays.
6. The approved Noise Management Plan shall be adhered to at all times.
7. The pitch hereby approved shall not be used other than between the hours of 09.00am and 9.10pm Mondays to Fridays, 9am and 8.30pm on Saturdays and between 10am and 6.00pm on Sundays and Public/Bank Holidays.
8. The approved car parking spaces in the northernmost car park shall be retained at all times for their designated use while the pitch is in use by the community.
9. There shall be no use of the 3G pitch hereby permitted at the same time as other specified community use/activities of the Academy buildings or other facilities on the site which are likely to generate a significant parking demand, in accordance with details to be submitted annually to, and approved in writing by, the Local Planning Authority.

2.

Application Number:	AWDM/2128/21	Recommendation - Approve
Site:	Land South Of 108 To 126 Gordon Road, Shoreham-By-Sea	
Proposal:	Proposed 53 no. single storey Class B8 self storage units totalling 636 sqm with associated turning facilities (on land to west of 1-3 Eastern Road)	
Applicant:	Albox Services Ltd	Ward: St Mary's
Agent:	Mr Danny Simmonds, RPS Planning & Development	
Case Officer:	Peter Barnett	



Not to Scale

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Proposal, Site and Surroundings

The application relates to the Ready Steady Store storage facility on the corner of Eastern Avenue and Gordon Road. It has been operating in its current use since the start of 2017. It is located at the eastern end of Gordon Road and has residential dwellings immediately abutting its western boundary, as well as opposite the entrance. The car park of the site, together with 13 no. self storage units, extends to the rear of 128 and 130 Gordon Road. The railway line runs along the southern boundary of the site.

This application seeks to install a further 53 no. self-storage units, totalling 636 sq.m on land west of the site, at the rear of 108-126 Gordon Road. The land is unused and contains a number of trees and shrubs but is largely overgrown. It measures approximately 80m long and 15m wide.

The proposed storage units, also known as direct access units, are to be sited along the northern and southern boundaries with vehicular access inbetween. The land will be cleared and a number of trees will be removed in order to accommodate the units.

The application is supported by ecology, tree survey and transport reports. A supporting letter from the planning agent also sets out the main issues. It states:

“the storage solutions operation is different to a typical warehouse use, and by its nature is a passive use. Notably, those who visit storage solutions centres are in the most part, by car and small van, with half as many again arriving in small delivery vehicles such as Luton and Transit vans with only a tiny proportion being larger vehicles, such as removal vans visiting the site. Customers likely to receive deliveries by articulated vehicles are actively discouraged from becoming customers. Storage solutions centres do not generate high traffic flows and therefore typically do not have a detrimental impact on the adjacent highway network. For this reason and also on the basis that levels of noise, vibration and disturbance within a storage solutions centre is minimal, the storage solutions use does not impact on the amenity of nearby residential properties.

The purpose of this application is to provide for a modest increase in floorspace, providing the operator with increased capacity and flexibility. The proposed units will form part of the existing centre, being complementary to the overall operation. However, importantly, for the reasons explained above, the implications of the proposals in terms of traffic generation will be negligible. In the context of the overall size of the centre, it is clear from experience that there will be no material increase in activity or traffic movements.”

Relevant Planning History

SU/20/85 – Use of proposed industrial units as single warehouse (with offices) – approved

ADC/0466/10 - Variation of conditions 11 and 12 of SU/20/85 to change operating hours to 7.30am-6pm Mon-Fri and 7.30am-1pm Saturdays and hours of HGV movement to 8am-6pm Mon-Fri and 8am-1pm Saturdays – approved

AWDM/1244/17 - Application to vary condition 2 of previously approved ADC/0466/10. Amendment: extend operating hours to be 7.30am to 8pm Monday to Friday, 7.30am to 1pm Saturdays and no working on Sundays or Bank/Public Holidays.

AWDM/1272/18 - Application to vary condition 3 of previously approved AWDM/1244/17. Amendment to operating hours to be 7am to 10pm Monday to Friday and 7am to 7pm Saturday and 10am to 4pm Sunday and Bank Holidays for Albox Services Ltd.

AWDM/0715/19 - Erection of 13no. self-storage units on land to the west.

AWDM/0505/20 - Application to vary condition 4 of previously approved AWDM/1272/18. Amendment to allow access to the site by van during the extended hours (6pm-10pm Monday to Friday, 1pm-7pm Saturday and 10am-4pm Sunday and Bank Holidays).

Consultations

West Sussex County Council - Highways:

Advises that the site is already operating as a 2,886sqm self-storage unit and 13 direct access units. Access into the site from Gordon Road is already in use by a variety of vehicle sizes, and visibility is accepted for the speed of the road. Space has been provided within the new access road within the site for turning; and the width of the road at 5.8m can accommodate two cars passing each other. As such WSCC do not consider there to be any highway safety concerns.

A transport assessment has been undertaken, and using similar sites stored in the national TRICS database, has provided an example of the likely increase in trips during the day, and in peak hours. The net increase will be low with 2 two-way trips expected in the peak hours, and an additional 18 trips over the course of the day. This equates to 1 trip every 30minutes in the peak hour. The number of car parking spaces will not increase; however, current B8 parking standards suggest there should be 1 space per 100sqm, which equates to 6 additional spaces. The applicant suggests the spaces are already enough for the 2,886 sqm of self-storage. WSCC acknowledges it is quite common for these types of uses to have a low number of parking spaces and an interrogation of the TRICS database shows that for existing self-store facilities of this size it is common to have around 10 spaces. Could the applicant provide 4 additional spaces without compromising the turning space for larger vehicles using the forecourt? If they can then these should be included as part of this increase. If they can't, given the size of the existing forecourt, if more car parking was required it appears there would be space to accommodate this, on a more ad hoc basis. It is also expected that as the new units have access from the ground they can be driven right up to the doors. Space around these is likely to be used as informal parking for loading/unloading. This site will require a construction management plan to be submitted to the LPA for approval.

Adur and Worthing Councils: Public Health: Has some concerns about potential noise disturbance to neighbouring residential dwellings which could be caused by increased vehicle movements, door slams, loading/unloading of items, trolleys and the noise of the roller shutter doors of the units themselves. Recommends that the use of these proposed units is restricted to the following hours: 7.30am to 8pm Monday to Friday, 8am to 6pm Saturdays and 10am to 4pm on Sundays or Bank/Public Holidays.

The applicant believes that the increase in daily traffic movement created by these additional uses will be minimal. However, this would be dependent upon the type of customer. If these units are rented to trades (such as builders) then the use could be regular throughout the day. Given the position of these units, directly behind residential, this could result in disturbance. Recommends restricting the use of these storage units to ensure they are not used by trades. Potentially, there could be a

large number of vehicles attempting to access the storage units at one time. The plans show two turning areas, but general access appears to be relatively restricted, particularly if a number of vans/lutons are being used. This could result in conflict between customers, idling vehicles and horns being beeped etc.

Recommends that access to this area be managed to limit the number of vehicles that can access the units in this area at one time. The Noise Management plan should be updated accordingly and submitted to the Planning Department for approval. The units themselves will act as a noise barrier between this site and the residential dwellings. However, to avoid gaps in the barrier and ensure noise escape is minimised, acoustic fencing should be erected to the north of the central turning area and on all sides of the western turning area. Details of the proposed lighting scheme for the development shall be provided and approved by the planning authority before installation. The ground surface of this extended area should be smooth tarmac to minimise trolley noise.

Recommends that previous conditions 4, 6, 7, 8, 9, 10 and 11 on planning approval AWDM/0715/19 should be applied to this application. As this area of the site is positioned close to land which has been identified as potentially contaminated, would also advise a contaminated land condition.

Technical Services: Flood risk- The application is within flood zone 1, but is shown to be at risk from surface water flooding. Loss of this vegetated area for an area of hardstanding, will if uncontrolled, make this risk of flooding worse. We also note that a foul sewer runs under the site. A flood risk assessment should be submitted. Surface water drainage- the application includes significant increases in impermeable area. We would like to place a HOLDING OBJECTION on this application at this time. It is essential to establish if there is adequate space for surface water drainage prior to agreement of site layout. Drainage should be a fundamental consideration in design. Failure to secure a robustly evidenced implementable drainage strategy at this stage will likely unduly prejudice the drainage design and result in proposals failing to meet policy requirements. Due to the scale and location of development we request that details for the surface water drainage of the proposed development is provided prior to determination to evidence that the development can be adequately drained within 2 the proposed layout. We note that the site is located close to a railway line, infiltration will therefore be unlikely to be acceptable here. Attenuated discharge at 2l/s to the surface water sewer will be required. To overcome this holding objection we require that high level calculations and a drainage strategy are submitted prior to determination.

Trees and Landscape Officer: I consider that the proposal should either retain some of the existing trees or provide suitable space for replacement trees, rather than removing all trees on the site and relying on trees in neighbouring properties to provide some tall cover.

West Sussex Fire and Rescue: The nearest fire hydrant to the proposed 53no. single storey Class B8 self-storage units totalling 636 sqm with associated turning facilities is 270 metres away, 180 metres more than the required 90 metres distance for a commercial property. Although there are no compartment sizes more than

280m2 they are a considerable distance from the nearest water source for firefighting.

Network Rail: Due to the close proximity of the proposed works to Network Rail's land and the operational railway, Network Rail requests the applicant / developer engages Network Rail's Asset Protection and Optimisation (ASPRO) team prior to works commencing.

Representations

40 objections received from residents predominantly in Gordon Road:

- Loss of natural habitat, open space, trees and protected species
- Harmful to biodiversity
- Ecology survey is not comprehensive enough
- Loss of privacy
- Previous refusal of application to change land to a car park
- Security risk for residents
- Light and noise pollution
- Increased disturbance
- No new employment
- Increased traffic and added congestion close to railway crossing
- Contrary to policy
- Harmful to residential amenity
- Noise and lighting assessment required
- Drainage concerns
- Inadequate mitigation proposed
- Poor design
- Lack of turning space
- No community gain
- Loss of green buffer between Gordon Road and railway line and Focus office block
- There is no shortage of storage units locally
- This is a residential area
- Will set a precedent for a further extension westwards

Relevant Planning Policies and Guidance

Adur Local Plan 2017 Policy 4, 15, 30, 31, 34, 36

Sustainable Energy SPD (August 2019)

Adur Planning and Climate Change Checklist (June 2021)

Design Bulletin No.1 'Trees and Landscaping' (ADC 1996)

WSCC Guidance on Parking at New Developments (Sept 2020).

National Planning Policy Framework (July 2021)

Relevant Legislation

The Committee should consider the planning application in accordance with:

Section 70 of the Town and Country Planning Act 1990 (as amended) provides that

the application may be granted either unconditionally or subject to relevant conditions, or refused. Regard shall be given to relevant development plan policies, any relevant local finance considerations, and other material considerations; and

Section 38(6) Planning and Compulsory Purchase Act 2004 that requires the decision to be made in accordance with the development plan unless material considerations indicate otherwise.

Planning Assessment

Principle

The application site is not identified for any particular use or development. It lies outside the industrial area and adjoins residential development to the north, with the railway to the south. Policy 34 states that:

“Development should not result in pollution or hazards which prejudice the health and safety of the local community and the environment, including nature conservation interests and the water environment. New development in Adur will be located in areas most suitable to the use of that development to avoid risks from noise, air, odour or light pollution.”

Policy 4 states that:

“Outside of designated employment areas, where new development for, or extensions to B1, B2 and B8 uses is proposed, such applications will only be permitted where it is demonstrated they will not have an unacceptable impact on adjacent residential properties and they comply with other policies in this Plan.”

The site is unused and overgrown. It does not form part of a formal wildlife or nature conservation area, nor is it a public amenity space. It does however form a buffer for residents in Gordon Road from the railway line and it is acknowledged that its loss would change the character of the area. However, there is not considered to be a policy or in principle objection to the proposal.

The main considerations are the impact on residential amenity with particular consideration of noise and traffic impacts, and the ecological impact of the development on wildlife and trees.

Visual amenity

The units are modestly sized and, being at the rear of residential dwellings, will not be visible from public viewpoint other than from passing trains. The change in the character of the area, resulting from the clearance of the vegetation, will be significant but it is difficult to argue that such change will be harmful in visual terms given the limited visibility that the site has.

The greatest visual impact will be felt by the residents in Gordon Road, but many of the affected houses have trees and outbuildings within their gardens which will help to screen the development to some extent. A new acoustic fence is proposed along

the northern boundary of the site which will further screen the units from the dwellings, which generally have rear gardens of between 18 and 28 metres length.

Residential amenity

The proposal will see the loss of a quiet, overgrown area and its replacement with storage units. Inevitably this introduction of activity has the potential to cause harm to residential amenity. The Council's Environmental Health Officer has expressed such concerns with noise from vehicle movements, door slams, loading/unloading of items, trolleys and opening and closing of roller shutter doors, all being possible noise sources. She has recommended that, should permission be granted, the use of these proposed units is restricted to the following hours:

7.30am to 8pm Monday to Friday
8am to 6pm Saturdays and
10am to 4pm on Sundays or Bank/Public Holidays

This is the same as the hours for the 13no. existing self storage units and is stricter than the general operating hours for the storage facility which are:

7.00am to 10.00pm Monday to Friday
7.00am to 7.00pm Saturday
10.00am to 4.00pm Sunday and Bank Holidays.

The site is also subject to a Noise Management Plan which has been in place since the facility opened in 2017 and which has been updated to take account of the current proposal. It states that the units will be self storage units only and not used as conventional warehousing. There is a height limiter at the entrance to the site which restricts the size of vehicles able to access the site during the extended hours agreed under AWDM/0505/20. Other restrictions are to ensure that fork lift trucks and other similar loading vehicles are electrically powered and not used during the extended hours. The trolley bays are to be locked during the extended hours.

This accords with conditions imposed on an earlier permission and which are recommended to be re-imposed should permission be granted for this proposal. Those conditions restrict access to the site by cars only during the hours of 6pm to 10pm Monday to Friday, 1pm to 7pm Saturday and 10am to 4pm Sunday and Bank Holidays, restrict HGV access, require full adherence to the Noise Management Plan, and places restrictions on forklifts and lighting (to be switched off outside of operating hours) and requires maintenance of the roller shutter doors to prevent excessive noise.

The applicants have advised, in response to comments raised by the EHO about restricting trade use of the units, that:

"it would be both impractical and inappropriate to restrict trade members. You will appreciate that the nature of self storage is to cater for both domestic users and small and expanding businesses. Indeed, one of the clear benefits of a self storage operation is to allow the more efficient use of commercial space, i.e. by freeing up space used for storage. Plus self storage provides a service to businesses that have

outgrown their existing space, but who are too small to relocate. In terms of management, Ready Steady Store do prohibit the storage of certain items. I am happy to share the list with you, if that assists."

The existing self store units have been used by trade members without known complaint and there are a number of safeguards proposed with this application to protect residential amenity. Given their relatively small size and associated restrictions on vehicle size, it is considered that it would be unreasonable to prevent trade use of the units.

The proposed units are 2.8m high and will be located on the boundary with residential properties and will themselves provide a barrier to some extent for the adjoining residents. However, due to the scale of the proposal and the number of units proposed, it is considered that a new acoustic fence along the northern boundary would be beneficial in helping to screen the units and providing protection from noise and activity associated with the storage use. The applicants have also agreed to an acoustic fence at the western end of the turning area. The access road will be constructed of smooth tarmac to reduce traffic noise.

Details of lighting can be reserved by condition. The existing units have small lights attached and it is not anticipated that lighting from these units will cause harm to amenity, particularly as the units will not be accessible after 8pm Monday to Friday and lighting will be required to be switched off within 30 minutes of the end of the operating hour. The new fence and the units themselves should also mitigate any light intrusion and protect privacy for residents.

With the above measures and the lack of objection from the EHO, it is not considered that there are sustainable grounds to resist the application. While there is sympathy with the residents whose gardens abut the site, their residential amenities will be safeguarded sufficiently to prevent an adverse impact at anti-social hours.

Trees

The tree survey report states that a total of eight Category "C" trees within the proposed site are proposed to be removed in order to facilitate the construction of the storage units, consisting of Sycamore and two woody shrubs (lilac). Category C are trees of low quality and value. Retained trees are recommended to be crown lifted where canopies overhang the proposed units, as well as protected during construction works (namely the provision of a concrete base). The removed trees will be predominantly on the southern boundary with the railway land with only one tree removed from the northern boundary at the rear of 112 Gordon Road. Other trees in the area will remain as these are off site.

The Council's Tree Officer has recommended that some of the existing trees should be retained or space should be provided for replacement trees, rather than removing all trees on the site and relying on trees on neighbouring land to provide some tall cover. However, your Officers have considered the tree report and assessed the impact and have concluded that, given the limited public amenity value of the site and the low quality of the trees to be felled, a strong objection to the application on the grounds of loss of trees cannot be sustained. Trees will remain on neighbouring land to the north and south and the majority of the clearance work is to the central

swathe of the site where there are only brambles and other ground cover of low value.

It is therefore not considered that the proposal will result in the loss of important tree cover to the detriment of the visual amenities of the locality.

Ecology and biodiversity

The loss of the trees and the clearance of the ground cover will have an impact in ecological terms.

Policy 31 of the Adur Local Plan states that:

“All development should ensure the protection, conservation, and where possible, enhancement of biodiversity, including nationally and locally designated sites, Biodiversity Opportunity Areas (BOAs), marine habitats and other Biodiversity Action Plan (BAP) habitat areas, wildlife corridors, and protected and priority species. If significant harm cannot be avoided (by locating development on an alternative site with less harmful impacts), then such harm should be adequately mitigated. Where it cannot be adequately mitigated then such harm must be compensated for. Where it cannot be compensated for, then planning permission should be refused.”

An ecological report has been submitted which details the findings of a preliminary survey of the site. The survey found that the trees to be removed had negligible or low potential for bats to use as roosts. Bat activity and a low population of slow worms was found across the site.

The Council commissioned an independent ecological review of the development which recommended that detailed mitigation, compensation and enhancement measures be secured plus a Biodiversity Impact Assessment be prepared to demonstrate that the proposed development will achieve a net gain for biodiversity.

The applicant has provided such an assessment which proposes to use land immediately to the west of the site (at the rear of Nos 70-106 Gordon Road), which is within the same ownership, for biodiversity gain in the form of new tree planting and the provision of bat and bird boxes and a hedgehog hibernacula. The assessment has calculated that this will result in a net gain of biodiversity as a result of the enhancement of the current moderate scrubland. Additional bird nesting boxes are also shown around the main storage building to the east. This is outside of the application site area and they are not essential for the purposes of achieving net gain, but they are nevertheless a welcome additional biodiversity measure.

It is not considered therefore that the proposed development will result in harm to protected species or a net loss of biodiversity provided the necessary mitigation works and enhancements are secured by condition and the proposal is considered to comply with Policy 31 of the Adur Local Plan.

Accessibility and parking

The Transport Statement argues that, based on the existing operation of the site,

the six existing parking spaces already serving the site will be sufficient to accommodate the likely demand. The proposed direct access self storage units do not require parking spaces as customer vehicles will simply pull up adjacent to their allocated unit.

The proposed increase in floor area is predicted to generate 1 additional trip approximately every 30 minutes during the peak hours. The increase of 18 daily two-way movements will be spread throughout the store opening hours. The Statement argues that *“the additional traffic will be imperceptible to other road users on the local road network and significantly below daily variations in traffic flow.”*

West Sussex Highways are satisfied that the proposal will not result in severe impacts upon the existing traffic network. They have queried whether four additional parking spaces can be provided as self-store facilities of this size should have around 10 spaces. However, given the applicants’ assertion that users will drive right up to their storage unit, the formal provision of additional spaces is not considered to be necessary and there is sufficient space on the existing forecourt, to accommodate more car parking on a more ad hoc basis if necessary.

The proposal is not considered therefore to be likely to result in traffic or parking concerns.

Flood risk and drainage

The Council’s Engineer has advised that she has a holding objection to the proposal as the site is shown to be at risk from surface water flooding and the replacement of this vegetated area for an area of hardstanding will, if uncontrolled, make this risk of flooding worse. She further advises that it is essential to establish if there is adequate space for surface water drainage prior to agreement of the site layout.

In response, the applicant has advised that the work required to accommodate the units is minimal and that the matter of drainage can be dealt with by way of condition. The Engineer has advised that she does not wish to remove her objection but, should the application be approved, she has recommended an appropriate surface water condition. It is considered that, in this case, the matter can be dealt with by condition as it will require groundwater monitoring and full details of the proposed surface water drainage system before work commences.

Recommendation

Approve

Subject to conditions:-

1. Approved Plans
2. Standard 3 year time limit
3. No operations or working shall take place on the site except between the hours of 7.00am to 10.00pm Monday to Friday and 7.00am to 7.00pm Saturday and 10.00am to 4.00pm Sunday and Bank Holidays. Access to the

- 53no. self storage units hereby approved and the 13no. self storage units approved under application reference AWDM/0715/19 shall be limited to between the hours of 7.30am to 8.00pm Monday to Friday and 8.00am and 6.00pm Saturday and 10.00am and 4.00pm Sunday and Bank Holidays
4. During the hours of 6pm to 10pm Monday to Friday, 1pm to 7pm Saturday and 10am to 4pm Sunday and Bank Holidays access to the site shall be by car only (defined by the Vehicle Certification Agency as being motor vehicles designed and constructed for the carriage of passengers) and there shall be no access by van or lorry (defined by the Vehicle Certification Agency as being designed and constructed for the carriage of goods) and a height limiter shall be in place at the entrance to the yard to restrict access accordingly.
 5. During the hours of 6pm to 10pm Monday to Friday, 1pm to 7pm Saturday and 10am to 4pm Sunday and Bank Holidays the site shall be used as a self-storage centre only and for no other use within Class B8 of the Town and Country Planning (Use Classes) Order 1987 (as amended).
 6. No Heavy Goods Vehicles shall move into or out of the service yard except between the hours of 8.00am and 6.00pm Mondays to Fridays and 8am to 1pm Saturdays.
 7. The Noise Management Plan received 25 March 2022 shall be fully adhered to at all times.
 8. Fork lift trucks, reach trucks and other similar loading vehicles used on the site shall be electrically powered only and they shall not be used during the hours of 6pm to 10pm Monday to Friday
 9. The trolley bays shall be locked during the hours of 6pm to 10pm Monday to Friday, 1pm to 7pm Saturday and 10am to 4pm Sunday and Bank Holidays
 10. No lighting shall be installed unless and until details have been submitted to and approved in writing by the Local Planning Authority. All external lighting shall be switched off within 30 minutes of the end of the operating hours set out in Condition 3 and shall not be switched on again until within 30 minutes before the re-opening of the store.
 11. The roller shutter doors on the self storage units hereby approved shall be maintained regularly to ensure they do not create excessive noise
 12. Development shall not commence, other than works of site survey and investigation, until full details of the proposed surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The design should follow the hierarchy of preference for different types of surface water drainage disposal systems as set out in Approved Document H of the Building Regulations, and the recommendations of the SuDS Manual produced by CIRIA. Winter groundwater monitoring to establish highest annual ground water levels and winter infiltration testing to BRE DG365, or similar approved, will be required to support the design of any Infiltration drainage. No part of the development shall be brought into use until the complete surface water drainage system serving the property has been implemented in accordance with the agreed details and the details so agreed shall be maintained in good working order in perpetuity
 13. No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to

the following matters, • the anticipated number, frequency and types of vehicles used during construction, • the method of access and routing of vehicles during construction, • the parking of vehicles by site operatives and visitors, • the loading and unloading of plant, materials and waste, • the storage of plant and materials used in construction of the development, • the erection and maintenance of security hoarding, • the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders), • details of public engagement both prior to and during construction works.

14. No development shall commence until details of the proposed surfacing material for the access road has been submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details.
15. If during development, any visible contaminated or odorous material, (for example, asbestos containing material, stained soil, petrol/diesel/solvent odour, underground tanks or associated pipework) not previously identified, is found to be present at the site, no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until it has been investigated by the developer. The Local Planning Authority must be informed immediately of the nature and degree of the contamination present and a method statement detailing how the unsuspected contamination shall be dealt with must be prepared and submitted to the Local Planning Authority for approval in writing before being implemented. If no such contaminated material is identified during the development, a statement to this effect must be submitted in writing to the Local Planning Authority
16. The development shall be carried out in full accordance with the recommendations in Section 6 of the Tree Survey Report and Arboricultural Impact Assessment dated March 2021.
17. The development shall be carried out in full accordance with the recommendations in Section 5 of the Ecology Survey Report dated November 2021 and the Biodiversity Net Gain Assessment dated May 2022. All biodiversity and ecological enhancements shall be provided before the storage units hereby approved are brought into use or in accordance with a timetable to be submitted to and agreed in writing with the Local Planning Authority.
18. An acoustic fence shall be erected along the northern and western boundary of the site prior to first use of the self-storage units hereby approved in accordance with details to be submitted to and approved in writing by the Local Planning Authority prior to its installation.

Proposal, Site and Surroundings

This application seeks full permission for the demolition of the single existing dwelling on the site and its replacement with 4 x 3 bed semi detached houses, arranged in a tandem style of 2 pairs with their gardens backing onto each other, hence the front of the pairs face south (to Upper Shoreham Road) and north (to Rosemary Drive) respectively.

The dwellings would each provide just over 90 square metres in living accommodation and 4 parking spaces would be provided to the rear of the site. Each of the dwellings would include a small pitched roof dormer in its southern roofslope.

The application was submitted in May 2021 but its determination was delayed for some time while survey work was undertaken to establish that a sewer running across the site is now redundant. Amended plans have also been received during the determination of the site.

The application site is on the northern side of Upper Shoreham Road and consists of a single dwelling which is screened from the road by hedging to its front boundary; some further screening within the site appears to have been removed in recent years.

To the east is a former garage/car sales business which was redeveloped via a permission granted in 2013 for 16 dwellings. To the east is 124 Upper Shoreham Road, which is the largest plot in the immediate vicinity and comprises a chalet style dwelling with a number of dormers in its roofslope. Immediately to the north of the application site are residential dwellings in Rosemary Drive while to the north west are 2 chalet bungalows in a backland location accessed via Upper Shoreham Road to the west of the neighbouring site.

Relevant Planning History

ADC/0387/07: Proposed demolition of 2 chalet bungalows at No's 124 and 126 to be replaced by a development of 26 No.1 bedroom flats (outline application) - refused

Consultations

Environmental Health

The site is flagged as a former garage and potential land contamination will require investigation to ensure the site is suitable for residential use. Construction and noise impact considerations are included in the recommendations.

Technical Services

Flood risk- The application is within flood zone 1, and is not shown to be at risk from surface water flooding. Areas adjacent to the site are shown to be at risk from surface water flooding. Surface water drainage- the application details indicate it is proposed to discharge surface water to soakaways and to utilise permeable paving.

This is acceptable in principle. It should be noted that our records indicate that there may be a public foul sewer running through this property, the applicant should contact Southern Water and complete further investigations.

Southern Water

Initial comment

The proposed development will lie over an existing public sewer, which will not be acceptable to Southern Water. The exact position of the public apparatus must be determined on site by the applicant before the layout of the proposed development is finalised. It might be possible to divert the sewer/water main, so long as this would result in no unacceptable loss of hydraulic capacity, and the work was carried out at the developer's expense to the satisfaction of Southern Water under the relevant statutory provisions.

Further comments following the receipt of additional information

Further to our letter dated 14/06/2021 the submitted CCTV survey indicates the public sewer to be redundant. Hence, we write to request that the representation be withdrawn, and the following be substituted. Southern Water requires a formal application for a connection to the public foul sewer to be made by the applicant or developer.

West Sussex Highways

I refer to your consultation in respect of the above planning application and would provide the following comments.

This proposal is for demolition of existing house and the erection of 4 x 3 bed semi-detached houses with associated parking and bin store. The site is located and accessed via Upper Shoreham Road which is a C-classified road subject to 30mph speed limit.

Vehicular Access

Access to the site will be utilised through the existing access arrangements onto Upper Shoreham Road. An inspection of data supplied to WSCC by Sussex Police over a period of the past five years reveals that there have been no recorded injury accidents within the vicinity of the site. Therefore there is no evidence to suggest that the existing access is operating unsafely or that the proposal would exacerbate an existing safety concern. The proposed plan indicates that the driveway is approximately 4.1m wide which is sufficient for two vehicles to pass one another. A number of dwellings are already served from the access road and whilst a small rise in vehicle activities may occur, it is considered unlikely that any adverse impacts will result from this proposal onto the wider road network.

Car Parking

Onsite parking provision of 4 spaces will be provided for this development. The

WSSC Car Parking Demand would expect 9 parking spaces to be provided for this development. The proposed parking bays accord with the minimum requirements of 2.4 x 4.8m as outlined in Manual for Streets (MfS) guidance. Overall, the site may result in an overspill of 5 spaces. The LHA does not anticipate that the potential shortfall would result in highway safety concern, however the LPA may wish to assess any potential implications from an amenity perspective.

There is at least 6m beyond each parking space to enable vehicles to turn and egress into forward gear. In the interests of sustainability and as a result of the Government's 'Road to Zero' strategy for at least 50% of new car sales to be ultra-low emission by 2030, electric vehicle (EV) charging points should be provided for all new homes. Active EV charging points should be provided for the development in accordance with current EV sales rates within West Sussex (Appendix B of WSSC Guidance on Parking at New Developments). Ducting should be provided to all remaining parking spaces to provide 'passive' provision for these to be upgraded in future. Details of this can be secured via condition.

Sustainability

The bus stops to the east of the site (approx. 5min walk) provides frequent services to Rottingdean and within Shoreham-By-Sea. Shoreham train station is approximately 26 min walk/7min cycle. In order to promote the use of sustainable transport methods, the LHA recommends that safe and secure cycle storage is provided for the dwellings. Details of this can be secured via planning condition.

Conclusion

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 109), and that there are no transport grounds to resist the proposal.

Representations

6 letters of objection have been received on the following grounds:

- Additional noise levels' that will arise from Cars parking & the positioning & use of the Garden Waste Bins to the rear of this site
- A crying shame to see such a good & sound property having to be demolished .
- Concerns over the proposed number of parking spaces for the development, allowing only 1 parking space per household. Previous adjacent development has led to parking in Royal George Parade and the adjacent grass verges and the proposed plans will increase the issue. The parking allocation should be reconsidered to include 2 spaces per household.
- The road is only narrow and already busy with visitors to the COOP and workers from Southlands hospital due to onsite parking restrictions for them.
- The current property and buildings have no views at all into my property to the north east due to the positioning of the current buildings. The proposed development would enable at least two of the properties to view onto my property giving me a lack

of privacy. There is a large tree in the corner of my property to the North East corner of 126 USR, very close to where a building is due to be demolished and any proposed development will not cause any damage to the tree or its roots.

- We believe that the proposed development for 126 Upper Shoreham Road would be grossly over-developed if planning was approved for four 3 bed properties. We would however have no objection to there being two three bed properties back to back

Objection from developer of adjoining site:

I write to you in regards to the proposed development which we had pre application discussions on in the past. I have no objections to the principle of residential development on the site and have engaged with you in the past on the matter. I STRONGLY object to the houses being built on the boundary of my adjoining properties as discussed with you at the time they should be built 2 metres away from the boundary of the existing properties.

We discussed in a positive manner extending the terrace pre construction as such to the adjoining development and to build 2 pairs of semi detached houses on the site.

However a new development should be constructed 2 metres from the border fence. I have no objections to the principle of redevelopment on the site or of the design proposed. The existing development I completed in April 2015 DOES comply with the council's planning directive and advice given to me at the time and are 2 metres from the boundary of the subject property. May I respectfully suggest that the 4 no 3 bed houses are constructed 2 Metres from the boundaries of 128 upper Shoreham road and 12 Coventina close both of which in still own.

Following the receipt of amended plans, the objector confirmed that his objections remain and considers that the footings and substructures of existing properties could be compromised by the development.

Relevant Planning Policies and Guidance

Adur Local Plan 2017

'Supplementary Planning Guidance' comprising: Development Management

Standard No.1 'Space Around New Dwellings and Flats';

Sustainable Energy SPD (August 2019)

Adur Planning and Climate Change Checklist (June 2021)

WSCC Guidance on Parking at New Developments (Sept 2020).

National Planning Policy Framework (July 2021)

Technical Housing Standards – nationally described space standard (DCLG 2015)

Circular 11/95 'The Use of Conditions in Planning Permissions' (DoE 1995)

Relevant Legislation

The Committee should consider the planning application in accordance with:

Section 70 of the Town and Country Planning Act 1990 (as amended) provides that the application may be granted either unconditionally or subject to relevant conditions, or refused. Regard shall be given to relevant development plan policies, any relevant local finance considerations, and other material considerations; and

Section 38(6) Planning and Compulsory Purchase Act 2004 that requires the decision to be made in accordance with the development plan unless material considerations indicate otherwise.

Planning Assessment

The main issues are the effect of the proposal upon the visual character of the area, the amenities of neighbouring properties and highways safety and parking issues.

The immediate context of the site is set by the redeveloped site immediately to the west and, as evidenced by one of the representations, it has long been anticipated that this site would also come forward for redevelopment.

In visual terms, the current dwelling, while screened from the road, presents a somewhat awkward transition between the site to the west and the larger plot to the east partly because of its 't' shape compared to the narrower east-west orientation of the buildings surrounding the site. The redeveloped site to the west does provide an active frontage development to the west and in principle there would be no objection to further such provision to the front of the application site. Following feedback from officers, the proposed dwellings would also be lower in their ridge height than the adjoining houses to the west in order to provide a transition with the lower building to the east, and as the access drive to the application site would be on the eastern side and the neighbouring dwelling is set well back, it is considered this would comprise a satisfactory visual relationship. Similarly, the principle of a tandem development can be accepted given that a similar development is already in situ at the neighbouring site.

Nonetheless, this is a relatively tight site, and accordingly the impact on neighbouring amenity, both internally within the site itself and in respect of the existing neighbouring properties needs to be carefully considered.

During the consideration of the neighbouring site at the Committee back in 2013, it was noted that the internal window to window distances were some way below the Council's normal standards of 22 metres (around 13 metres at the closest point) but the then Committee resolved that the wider benefits of redeveloping a brownfield site (that at one time comprised a petrol station) outweighed the policy conflict and accordingly resolved to grant planning permission.

A similar policy conflict arises in respect of this application, albeit to a lesser extent than was previously approved. The internal window to window distance in respect of the proposed development is just over 16 metres and it apparent from the plans that while the layout reflects that of the development immediately adjacent to it, the distance between dwellings is greater both as a result of the precise siting of the dwellings and that those proposed under this application are slightly smaller in footprint than those on the adjoining site.

There would be some, albeit limited, space to move the dwellings further apart, but this would involve moving the dwellings further back in the plot and the overlooking distances to the properties to the rear in Rosemary Drive would then be compromised; (the layout as it stands meets policy requirements in terms of the dwellings to the north as the distance is just over 22 metres. The policy conflict, therefore, would be internally within the site which any future occupiers would be aware of when purchasing the property. There have been no complaints from the occupiers of the adjoining site regarding any policy conflicts within their own site.

Adding to the balance of considerations is that the amenities of the adjoining development to the west are likely to be improved by the proposal since the existing dwelling effectively fills the gap between the front and rear rows of properties on the adjoining site, whereas its removal and replacement with pairs of dwellings in a similar tandem arrangement will mean that the profile of the existing dwelling will be replaced by rear gardens instead.

Accordingly, while the policy conflict must be taken into account in determining the application, the context of this application is set by the adjoining development. Because of this, it is not considered that granting permission in this instance would set a precedent for development elsewhere across the District where a similar such policy conflict may arise. It remains the case that government policy encourages the efficient redevelopment of brownfield sites and there remains a housing shortage across the District, and therefore 'windfall' sites such as this are considered important in addressing such a shortage.

The developer of the adjoining site has objected to the application and considers that the proposed development should be a minimum of 2 metres from the boundary as was required on the adjoining development. This distance was required, however, primarily because of the relationship of the existing number dwelling with the adjoining site, being close to the boundary. Its removal and replacement with a tandem development would not necessitate the provision of a similar gap on the current site, which in any case would be likely to affect the possibility of a satisfactory redevelopment of the site, given it would be unlikely that a driveway could be retained on the eastern part of the site which not only provides an access to the parking spaces to the rear, but also ensures an acceptable gap to the dwelling to the east. It is also contended that the proposed development could adversely affect the stability of the existing houses to the west but this would be a matter for Building Regulations.

A particular concern expressed by the neighbouring properties is that of parking provision. As always, this is a difficult consideration on a site where there is little opportunity to provide more than 1 space per dwelling (if the current quantum of development is considered acceptable) and the Highways Authority considers that there will be a shortfall of parking likely to increase the pressure for on street parking in the area. Despite that, the Highways Authority concludes there are no grounds to resist the proposal having regard to guidance contained within the National Planning Policy Framework which advises that refusal on transport grounds alone should be avoided when the effects on the highway network are less than 'severe'. While, in particular, there is sympathy with the residents of Royal George Parade who no

doubt are already affected by parking from other nearby uses, it is not considered that a refusal could be justified on the grounds that overspill parking may occur from the development given the wider strategic government policy to encourage sustainable development within built up areas.

Accordingly, it is considered that, on balance, the application is acceptable and would provide additional valuable housing in a sustainable location.

Recommendation

GRANT permission subject to the following conditions:-

01 Approved Plans

02 Full Permission

03 Prior to commencement of the development hereby approved (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated with contamination of the site shall each be submitted to and approved in writing by the Local Planning Authority: (a) A preliminary risk assessment which has identified: all previous uses; potential contaminants associated with those uses; a conceptual model of the site indicating sources, pathways and receptors; and potentially unacceptable risks arising from contamination at the site. (b) A site investigation scheme, based on (a) above to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site. (c) The site investigation results and the detailed risk assessment (b) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. (d) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (c) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the Local Planning Authority. The scheme shall be implemented as approved above and, prior to commencement of any construction work (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), a Verification Report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a 'long-term monitoring and maintenance plan') for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the Local Planning Authority.

04 Works of construction or demolition, including the use of plant and machinery, necessary for implementation of this consent shall be limited to the following times. Monday - Friday 08:00 - 18:00 Hours Saturday 09:00 - 13:00 Hours Sundays and Bank Holidays no work permitted Any temporary exception to these working hours

shall be agreed in writing by the Local Planning Authority at least five days in advance of works commencing. The contractor shall notify the local residents in writing at least three days before any such works.

05 No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:- the anticipated number, frequency and types of vehicles used during construction - HGV construction traffic routings shall be designed to minimise journey distance through the AQMA's. the method of access and routing of vehicles during construction, the parking of vehicles by site operatives and visitors, the loading and unloading of plant, materials and waste, the storage of plant and materials used in construction of the development, the erection and maintenance of security hoarding, a commitment to no burning on site, the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of temporary Traffic Regulation Orders), details of public engagement both prior to and during construction works. methods to control dust from the site Reason: As this matter is fundamental in order to consider the potential impacts on the amenity of nearby occupiers during construction.

06 A scheme for protecting the proposed noise sensitive development from external traffic noise shall be submitted to and approved by the local planning authority. All works, which form part of the scheme, shall be completed before any part of the noise sensitive development is occupied. The scheme shall have regard to the principles contained within the ProPG: Planning & Noise – New Residential Development, 2017 and achieve the indoor ambient noise levels for dwellings specified in BS8233:2014.

07 Development shall not commence, other than works of site survey and investigation, until full details of the proposed surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The design should follow the hierarchy of preference for different types of surface water drainage disposal systems as set out in Approved Document H of the Building Regulations, and the recommendations of the SuDS Manual produced by CIRIA. Winter groundwater monitoring to establish highest annual ground water levels and winter infiltration testing to BRE DG365, or similar approved, will be required to support the design of any Infiltration drainage. No building / No part of the extended building shall be occupied until the complete surface water drainage system serving the property has been implemented in accordance with the agreed details and the details so agreed shall be maintained in good working order in perpetuity.

08 No part of the development shall be first occupied until the car parking has been constructed in accordance with the approved site plan. These spaces shall thereafter be retained at all times for their designated purpose. Reason: To provide car-parking space for the use

09 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.

10 No part of the development shall be first occupied until the electric vehicle charging space(s) have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority. Reason: To provide sustainable travel options in accordance with current sustainable transport policies.

11 No construction works shall progress beyond slab/foundation stage until details and samples of facing materials and finishes to be used in the construction of the external walls, roofs, windows and doors, balconies, footpaths of the buildings hereby permitted have been submitted to and approved in writing by the local planning authority. Thereafter the development shall only be carried out in accordance with the approved details

12 The development hereby permitted shall not be occupied until boundary walls and/or fences have been erected in accordance with details that have been first submitted to and approved in writing by the local planning authority

13 The development hereby permitted shall not be occupied until provision for refuse storage has been provided in accordance with the approved plans and details. The refuse storage facilities shall thereafter be retained for use by occupiers of the development

14 All soft landscape works shall be carried out in accordance with the approved scheme no later than the first planting season following completion of the development. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced the following planting season with others of similar size and species, unless the local planning authority gives any consent for variation. The approved hard landscape works, including car park surfacing, shall be completed prior to first occupation of the buildings.

15 Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 2015, as amended, (or any order revoking and re-enacting that Order with or without modification), the proposed dwellings shall not be extended or altered by means of any development as set out within Classes A, B, D and E of Part 1 of the Schedule to that Order.

Reason: In the interests of amenity and the environment having regard to the nature of the site and policy 15 of the Adur Local Plan.

16 Notwithstanding the provisions of the Town and Country Planning General Permitted Development Order 2015 as amended (or any Order revoking and re-enacting that Order with or without modification), no windows or other openings (other than as hereby approved) shall be formed in any walls of the dwellings hereby permitted.

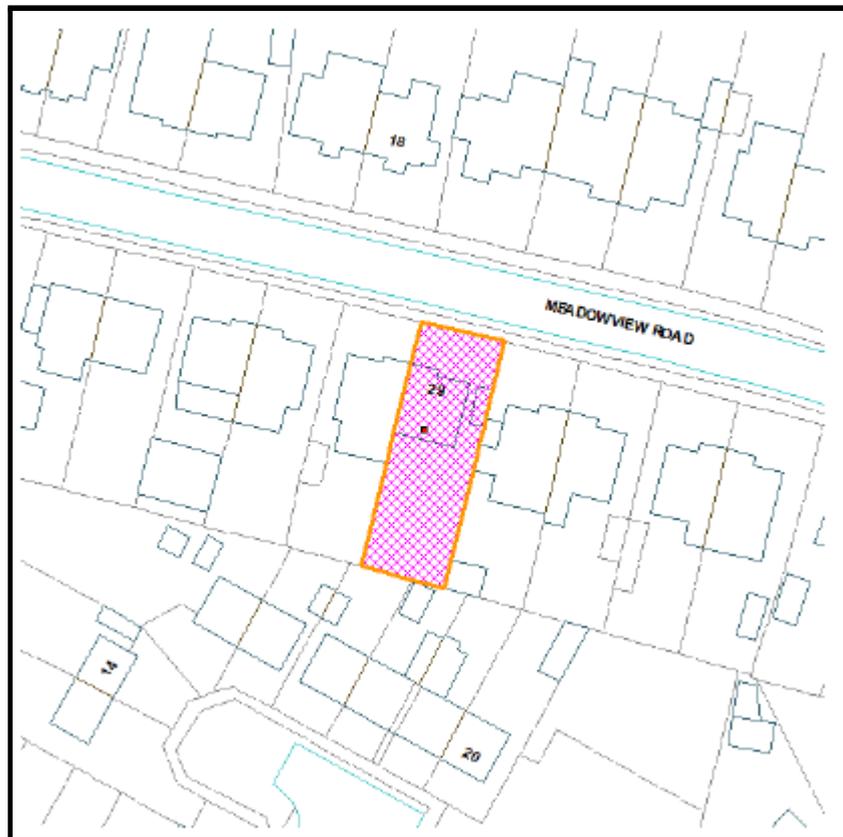
Reason: To prevent overlooking and to comply with policy 15 of the Adur Local Plan.

Informatives

Infiltration rates for soakage structures are to be based on percolation tests undertaken in the winter period and at the location and depth of the proposed structures. The percolation tests must be carried out in accordance with BRE DG365, CIRIA R156 or a similar approved method and cater for the 1 in 10 year storm between the invert of the entry pipe to the soakaway, and the base of the structure. It must also have provision to ensure that there is capacity in the system to contain below ground level the 1 in 100 year event plus 40% on stored volumes, as an allowance for climate change. Adequate freeboard must be provided between the base of the soakaway structure and the highest recorded annual groundwater level identified in that location. Any SuDS or soakaway design must include adequate groundwater monitoring data to determine the highest winter groundwater table in support of the design. The applicant is advised to discuss the extent of groundwater monitoring with the Council's Engineers. Further detail regarding our requirements are available on the following webpage <https://www.adur-worthing.gov.uk/planning/applications/submit-fees-forms>. A surface water drainage checklist is available on this webpage. This clearly sets out our requirements for avoiding pre-commencement conditions, or to discharge conditions

4.

Application Number:	AWDM/0373/22	Recommendation - APPROVE
Site:	29 Meadowview Road, Sompting, West Sussex	
Proposal:	Single storey detached building in rear garden to provide ancillary accommodation to the main house	
Applicant:	S. Hilton	Ward: Cokeham
Agent:	Gerald Moore	
Case Officer:	Hannah Barker	



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This application been called to Committee for determination by Cllr Rob Wilkinson

Proposal, Site and Surroundings

The application site is a hipped roof semi detached bungalow within a street of similar properties in north Sompting. There is a detached, prefabricated garage to the side of the property. The bungalow has off street parking to the front and a front

and rear garden.

Permission is sought to erect a detached building in the rear garden, adjacent to the rear boundary. The building is proposed to be 9 metres in width and 5 metres deep on the west side, reducing to 4.5 metres deep on the east side. The building has a monopitch roof 2.5 metres in height adjacent to the rear boundary increasing to 2.9 metres toward the rear of the bungalow. The building will provide annex living accommodation for a dependent relative ancillary to the main dwelling. The building provides a sitting room, kitchen, bathroom and bedroom. The entrance is on the north side facing the rear of the host dwelling, with a bedroom and sitting room window either side. Amended plans have been received which show no openings on the side and rear elevations as they were considered by officers to be unneighbourly adjacent to the boundary with the dwelling to the rear of the site. The internal layout has been revised to allow for the bedroom to be to the front to allow for a means of escape.

Consultations

Southern Water

No objection

Technical Services

Flood risk: The application is within flood zone 1, and is not at risk from surface water flooding.

Surface water drainage: the application includes a minor increase to impermeable area, we therefore have no conditions to request. Surface water drainage must be designed and constructed in accordance with building regulations, and must follow the hierarchy for sustainable drainage. Surface water must not be discharged to the foul sewer.

Environmental Health Public Health: I would recommend the following hours of works:

Works of construction or demolition, including the use of plant and machinery, necessary for implementation of this consent shall be limited to the following times.

Monday - Friday 08:00 - 18:00 Hours

Saturday 09:00 - 13:00 Hours

Sundays and Bank Holidays no work permitted

Any temporary exception to these working hours shall be agreed in writing by the Local Planning Authority at least five days in advance of works commencing. The contractor shall notify the local residents in writing at least three days before any such works.

This is in order to safeguard the residential amenity of the area

Private Sector Housing

The bedroom in the ancillary building is an inner room.

The window, even if meeting fire escape window requirements, opens into a gap of only 600mm depth and would not be usable by a 'dependent' relative.

The layout or location will need to be redesigned to allow safe egress in the case of fire.

West Sussex County Council Highways Authority

The proposal seeks to provide ancillary accommodation at 29 Meadowview Road.

No changes are proposed to the existing access and hard standing parking arrangements to 29 Meadowview Road which are provided via a dropped crossing onto Meadowview Road.

Given the 'annex' use of the building the Local Highways Authority treats such applications as an increase in habitable space (bedrooms) when assessing any parking demand increase.

While the existing floor plans of 29 Meadowview Road have not been provided, I can advise that a 3+ bed dwelling in a location such as this would be anticipated to attract a parking demand of 3 car parking spaces.

It seems that the existing driveway can accommodate parking for 1 vehicle. However this provision is serving the dwelling as existing. As above it is not anticipated that the proposed will generate any additional parking demand. As such the proposed is not anticipated to result in any significant implications with regard to on street car parking supply / demand.

Even if overspill parking was to be generated the Local Highways Authority can only raise an objection citing on street car parking pressure if the additional parking stress will result in an unacceptable highway safety implication or result in cumulative residual impacts upon the operation of the highway network. This is extremely difficult to substantiate for small quantities of additional parking demand in urban settings such as this. Any on street parking demand created will need to take place safely on street nearby in accordance with any existing Traffic Regulation Orders. The Local Planning Authority may wish to consider the amenity implications.

The Local Highways Authority does not anticipate that the proposed 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 111), and that there are no transport grounds to resist the proposal.

Sompting Parish Council

The Council objects to this application on the grounds that it considers the proposed

development to be out of character and scale with the neighbouring properties and considers it to be un-neighbourly in the impact it would have on adjoining properties and the area as a whole. With reference to the local resident comments we broadly support her objections and also note the comments from Adur/Worthing Planning department re fire safety issues.

Representations

1 Representation received from the owner/occupier of no. 31 Meadowview Road the attached bungalow.

- Loss of privacy. In close proximity the proposed windows will look into the rear of no. 31.
- Over shadowing of rear garden, affect of right to light and air.
- Impact upon social life, BBQs in the rear garden in the evenings will impact upon the living conditions of persons residing in the building.
- Lighting would need to be provided to provide safe access to the building which would disturb us and our dogs.
- Increased pressure on on street parking surrounding the site with occupiers having an additional vehicle.
- In the future there is concern that the building could be rented out which would result in potential difficulties to neighbouring occupiers.
- Set a precedent for further similar development within the street where there are small gardens.
- Emergency access to the bungalow is very limited along with means of escape.
- The building and its use would severely and adversely affect our lives in the enjoyment of our property.

Relevant Planning Policies and Guidance

Adur Local Plan 2017 Policy 15

'Supplementary Planning Guidance' comprising: Development Management Standard No.2 'Extensions and Alterations to Dwellings'

National Planning Policy Framework (July 2021)

WSCC Guidance on Parking at New Developments (Sept 2020).

Relevant Legislation

The Committee should consider the planning application in accordance with:

Section 70 of the Town and Country Planning Act 1990 (as amended) provides that the application may be granted either unconditionally or subject to relevant conditions, or refused. Regard shall be given to relevant development plan policies, any relevant local finance considerations, and other material considerations; and

Section 38(6) Planning and Compulsory Purchase Act 2004 that requires the decision to be made in accordance with the development plan unless material considerations indicate otherwise.

Planning Assessment

Principle

The relevant issues are the effects on the amenities of neighbouring residential occupiers and the effect on the character and appearance of the area.

Character and Visual Amenity

The proposed building is to be sited in the rear garden of the bungalow adjacent to the rear boundary, set in by 0.6 metres from the rear boundary and 0.8 metres on either side. The garden is enclosed by close boarded fences to the rear and side boundaries. The building will not be visible within the street scene however due to its height and scale it will be visible from the adjacent neighbouring properties.

There are other outbuildings to the rear of properties within this locality, sheds and garages are sited to the rear of dwellings within the street. It should be noted that the height of the building does exceed that of an ancillary outbuilding which could be built under permitted development as the height of the building exceeds 2.5 metres at 2.9 metres at its highest point. If the building remained at 2.5 metres as at the rear boundary the structure would be permitted development. Therefore, potentially a building of similar height and the same footprint could be built here. Taking this into account and the existing built environment it is not considered that the building as a structure is harmful to the character and visual amenity of the locality. Its finish in timber cladding is contemporary in appearance and acceptable in this case.

The building and its use as ancillary self contained accommodation in connection with the main dwelling is also for consideration here. The dependent relative will live within the annex accommodation however they will share the garden area and main house and live as a single household. There will be a link between the occupation of the garden building and the main house. There will be increased activity as a result of the proposed building with movement from the bungalow to the annex and to and from the street to the building. However this activity is not considered to be any greater than that which would occur as a result of an ancillary garden room/office/playroom/studio which could be built under permitted development and would be used by the household in a similar manner. On balance this building and its use are not considered to be detrimental to the character and visual amenities of the locality.

Residential Amenity

The building at a minimum height of 2.5 metres will exceed the height of the boundary fence. It is not however considered to result in any significant loss of light or overbearing impact. Although it will be visible from neighbouring properties it is not in such close proximity to warrant a refusal on this ground.

The building as amended shows the rear windows removed, therefore a blank elevation faces onto both sides and the rear boundaries. There is therefore no loss of privacy to the side and rear. The main sitting room and bedroom windows will face north toward the rear of the host dwelling and there will be views to the rear of the

neighbouring bungalow. This will result in mutual overlooking however the same would be the case with an ancillary outbuilding built under permitted development and as such, on balance a refusal is not considered to be justified in this case.

As discussed above it is acknowledged that there will be additional activity as a result of the proposed use of the building however with a single person living ancillary to the main dwelling this would not be excessive in relation to that occurring at the existing bungalow and therefore in this case, on balance a refusal could not be warranted in terms of impact upon residential amenity.

Other matters

The Highways Authority have no objection to the proposed development and it is considered that should an additional vehicle be used by the occupier of the annex parking can be accommodated safely on the street.

The private sector housing consultation response refers to means of escape from the bedroom. The window serving the bedroom is now to the front of the building and therefore a means of escape can be provided here.

It should also be noted that a condition is attached to ensure that the building remains ancillary for use of the main household and therefore there would be no future opportunity to sell or rent the building separately from the bungalow without prior consent from the Local Planning Authority. It would therefore remain as an ancillary, annex building as is proposed here.

Recommendation

Approve

Subject to conditions:-

1. Ancillary use only
2. No additional openings in the building or roof.
3. Materials cedar cladding, grey aluminium windows.
4. Hours of work

Informatives: -

1. Proactive with amendments
2. Southern Water

5.

Application Number:	AWDM/0285/22	Recommendation - REFUSE
Site:	15 George V Avenue, Lancing, BN15 8NG	
Proposal:	Single storey rear extension	
Applicant:	Mr M Unsworth	Ward: Widewater
Agent:	Mr Robert Syred	
Case Officer:	Ms Eve Hearsey	



Not to Scale

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Site and Surroundings:

No. 15 George V Avenue is a semi-detached bungalow, and is situated on the west side of the road. The street comprises a mix of semi-detached and detached dwellings, mainly bungalows, many of which have undertaken rear extensions and/or roof dormers to the front and/or rear. The application site has a detached garage at the rear of the garden.

The adjoining neighbour bungalow (no. 13) has an existing rear extension and conservatory type extension, plus an outbuilding at the rear of the garden. The other neighbouring property (no. 17) has a large rear extension and a covered outbuilding plus a rear garage and further outbuildings to the rear.

To the rear of the garden and also to the rear of Boundary Road to the west, is a vehicular access track, which accesses rear garages for both the aforementioned roads. This pattern of development is repeated on other streets within the estate.

Proposal:

This application seeks planning permission to:-

- Provide a single storey, flat roof, rear extension;
- The depth would be 6m on the south elevation which abuts the mutual boundary with no. 13; and approx. 3.8m on the north elevation being positioned approx. 800mm from the boundary with no. 17;
- The width is shown as being 6.3m;
- The height is shown to be 3m;
- No windows are proposed on the side elevations of the extension, but there will be a set of fully glazed bifolding doors on the rear elevation;
- The front entrance door will be relocated to be on the side elevation;
- New window to the front elevation, and a bricking up of a window on the side elevation.

Relevant Planning History: None

Consultations

Lancing Parish Council: No comment

Representations

2no. letters of Support from residents of no.'s 13 and 17 George V Avenue

- Confirm that we are happy with the proposal
- Aware of the proposed project and aware that they are extending to the identical size of our property and many other properties in the street
- Have no issues with the proposed project

Relevant Planning Policies and Guidance

Adur Local Plan 2017 Policies 1, 15

'Supplementary Planning Guidance' (SPG) comprising: Development Management Standard No.2 'Extensions and Alterations to Dwellings'
National Planning Policy Framework (July 2021)
Circular 11/95 'The Use of Conditions in Planning Permissions' (DoE 1995)

Relevant Legislation

The Committee should consider the planning application in accordance with:

Section 70 of the Town and Country Planning Act 1990 (as amended) provides that the application may be granted either unconditionally or subject to relevant conditions, or refused. Regard shall be given to relevant development plan policies, any relevant local finance considerations, and other material considerations; and

Section 38(6) Planning and Compulsory Purchase Act 2004 that requires the decision to be made in accordance with the development plan unless material considerations indicate otherwise.

Planning Assessment

Principle

The proposal comprises upgrading a residential property located within the built up area and can be supported in principle. The relevant issues are the effects on the amenities of neighbouring residential occupiers and the effect on the character and appearance of the surrounding area.

Visual amenity

The proposed extension will be located to the rear of the bungalow, and thereby will not be readily visible from the street.

The proposal would though, be visible to neighbouring properties, and the effect on them will be discussed below.

Residential amenity - effect on existing dwellings

The rear extension is a large rear extension which extends much deeper than that recommended by the Adur SPG 'Extensions and Alterations to Dwellings'. That document advises that a maximum depth of 3.5m for rear extensions would normally be considered acceptable, whereas the proposal is 6m on the south elevation (next to no. 13) and 3.8m on the north elevation (next to no. 17)

No. 17 to the north has itself undertaken a large rear extension and as such will not be unacceptably harmed by the proposal which will be of a similar depth to their own.

However, whilst no. 13 to the south does have a similar depth rear extension; it is set away from the boundary with no. 15. This therefore means that if the extension at no. 15 were to be built up to the boundary as shown; it would result in an overbearing and overshadowing impact onto no. 13, specifically to the recessed

windowed room at the rear of the original bungalow.

This would therefore be contrary to the Adur Local Plan SPG no. 2 'Extensions and Alterations to Dwellings' This document specifically states that:-

'Where dwellings have been built with projecting sections it would not usually be acceptable to build an extension infilling the space between the projections and the boundary with an attached dwelling, unless both property owners co-operate to build a combined extension. This is because the property which was not extended would be left with rooms in a deep recess which would have a poor outlook and insufficient light.'

While it is noted that the occupier of No.13 has written to state that they have no objection to the proposal, the Council must consider the impact of the development over its lifetime. At 6m it is excessively large and will have an adverse impact on light to and outlook from the recessed window.

While there are other extensions in the locality of a similar length these are generally alongside equally large extensions with no recessed window. Accordingly, it is considered that the application fails to comply with adopted policies.

Recommendation

REFUSE for the reason:-

The 6 metre length extension onto the mutual boundary with the adjoining bungalow will leave a window within a deep recess resulting in an overbearing impact and a loss of light onto the neighbouring property, no. 13 George V Avenue to the detriment of their residential amenities, and will therefore be contrary to Policy 15 of the Adur Local Plan, 'Supplementary Planning Guidance' comprising: Development Management Standard No.2 'Extensions and Alterations to Dwellings' and the NPPF

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