



**ADUR DISTRICT
COUNCIL**

**Planning Committee
7 February 2022**

Agenda Item 6

Ward: ALL

Key Decision: Yes / No

Report by the Director for Economy

Planning Applications

1

Application Number: AWDM/1831/21 Recommendation – Delegate for approval subject to receipt of additional consultee responses.

Site: Shoreham Airport, Cecil Pashley Way, Lancing

Proposal: Application for Approval of Reserved Matters following Outline Approval AWDM/1093/17. Details regarding the appearance, landscaping, layout and scale of the new commercial buildings. The Outline application was subject to an Environmental Statement

2

Application Number: AWDM/1999/21 Recommendation – Approve

Site: Land At Former Site Of 11 And 17 To 27 Albion Street, Southwick

Proposal: Demolition of 11-27 Albion Street and redevelopment to provide a total of 55 affordable flats within two blocks of 4-6 storeys in height and the refurbishment of 7-9 Albion Street, with 31 parking spaces. Application to vary condition 1 (Approved plans) of AWDM/0954/18 to remove windows and add aluminium panels on east elevation; adjust position of building to be further from eastern boundary; add lift overrun, smoke shaft and vents to roof; amend car parking layout; changes to internal layout with associated changes to fenestration; addition of brise soleil to west elevation

3

Application Number: AWDM/2096/21 Recommendation – Approve

Site: Sussex Yacht Club, 85 - 89 Brighton Road, Shoreham-By-Sea

Proposal: Construction of flood defence wall and flood gate across former Tarmount Hard, provision of pedestrian and cycle path and public realm improvements following demolition of yacht club (subject of separate application). Variation of conditions 3, 6, 7, 8 and 9 of approved AWDM/1695/18; wording to conditions to be changed from 'prior to commencement' to 'Prior to the construction of any part of the flood defence installations (other than percolation tests and enabling substructure installations (excluding drainage) for the flood defence wall)'

4

Application Number: AWDM/2007/21 Recommendation – Refuse

Site: 51 Old Fort Road, Shoreham-By-Sea, West Sussex

Proposal: Demolition of existing chalet bungalow and construction of a pair of semi detached 3 storey, 3 bedroom houses (including lower ground floor below existing ground level)

5

Application Number: AWDM/2208/21 Recommendation – Approve

Site: The Shoreham Centre, Pond Road, Shoreham-By-Sea

Proposal: Installation of 6no. external air source heat pump units within fenced enclosure at ground level at rear (west) of The Shoreham Centre

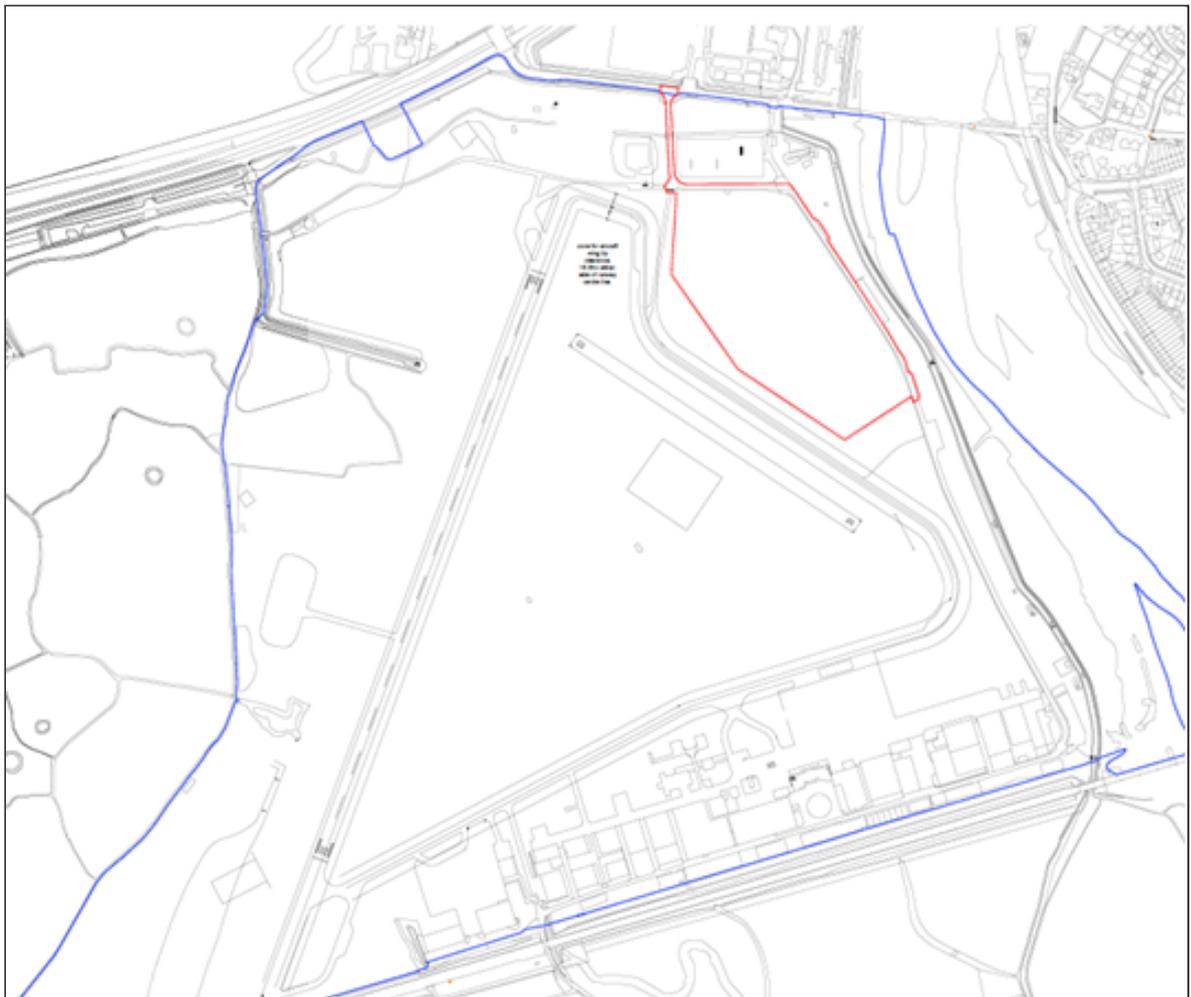
6

Application Number: AWDM/2270/21 Recommendation – Approve

Site: Lancing Manor Leisure Centre, Lancing Manor, Manor Road, Lancing

Proposal: Replacement curtain walling to main entrance lobby and new east entrance doors

Application Number:	AWDM/1831/21	Recommendation - Delegate for approval subject to receipt of additional consultee responses.
Site:	Shoreham Airport, Cecil Pashley Way, Lancing	
Proposal:	Application for Approval of Reserved Matters following Outline Approval AWDM/1093/17. Details regarding the appearance, landscaping, layout and scale of the new commercial buildings. The Outline application was subject to an Environmental Statement.	
Applicant:	Shoreham Property Trust	Ward: Mash Barn
Agent:	Eleanor Overton, Pegasus Group	
Case Officer:	James Appleton	



Not to Scale

Site and Surroundings

The application site is located in the north-east corner of Shoreham Airport. To the north lies Ricardo Technical Centre and to the east Cecil Pashley Way with the River Adur further to the east. To the west of the site and to the south are the runways and taxi areas for the airport. The airport terminal building and hangars as well as various industrial buildings lie further to the south.

To the north of the site is the A27 with the South Downs National Park (SDNP) directly to the north of the trunk road. Access to the site is currently via an existing signalised junction (Sussex Pad) onto the A27 although there is also access to the south under the railway line leading onto the A259/Shoreham Beach roundabout.

The site comprises approximately 5.5 hectares of land within the boundaries of Shoreham City Airport (now known as Brighton City Airport). The site is contained by Cecil Pashley Way to the east and an aircraft taxi road to the west.

The site is a flat, open area of poor, semi-improved grassland. To the north there is a wooded area that screens an overflow car park for Ricardo's, however, there is very little other vegetation in the surrounding area reflecting the site being part of the larger airfield.

Proposal

The planning application seeks reserved matters approval for a commercial development of 23,880sqm (slightly less than the outline approval that was for upto 25,000 sqm).

The outline application was approved alongside the wider New Monks Farm strategic allocation for 600 new dwellings and non food retail floorspace (IKEA) as the two applications shared the same access and drainage strategy for both major development proposals. Access was a reserved matter dealt with at the outline application stage and the approved access closes the existing Sussex Pad signalised junction and a new access road is to be constructed linking with the new roundabout to be constructed on the A27.

The outline application was subject to an Environmental Statement (ES) and Further Information to the ES (FIES) was submitted during the application to address consultee concerns about the visual impact of the development. The maximum height of the development was also reduced from 14 to 13 metres and supporting Design Codes and Parameter Plans were amended to take into account representations particularly from the National Park.

In accordance with the outline application the application proposes the following use classes - B1 light industrial (c), B2 (heavy industrial) and B8 (storage and distribution) along with access, landscaping and associated infrastructure (including a new pumping facility on the River Adur). B1 use also incorporates Research and Development (a) and Offices (b) but these uses were not included in the outline approval.

The proposed layout of the development incorporates a 12 metre landscape buffer to the eastern edge of the development adjacent to Cecil Pashley Way and an 8 metre landscape strip to the northern boundary. The development follows the multiple building layout option indicated in the adopted Design Codes.

The application has been amended to clarify parking arrangements and to respond to consultee comments. The amended parking layout now proposes 262 car parking spaces (amended following the preparation of tracked diagrams demonstrating space for lorry turning movements). The application also proposes 144 cycle spaces and the applicant's highway consultant has provided additional supporting information to justify the level of parking, cycle and Ev charging points proposed for the site.

The application has also been amended to incorporate changes to materials and the colour palette for the development as set out in the following section. The scheme has also been amended to show additional tree planting within proposed parking areas as recommended in the Design Code.

A Travel Plan has also been submitted in support of the application.

Supporting Statements

A Compliance Statement has been submitted to demonstrate that the reserved matters comply with the Design Codes accompanying the outline planning application. The following are the key extracts from the Statement:

'The reserved matters scheme has responded to the Masterplan Concepts in that the built development has been confined to the extent of the 'available' build area, with nonbuilding development situated outside of this area, to the south east of the site. Furthermore, the 12 and 8 metre wide landscaping margins along the northern and eastern perimeters of the site have been provided. As will be expanded on in the landscaping section (below) drainage features have also been provided within these areas.

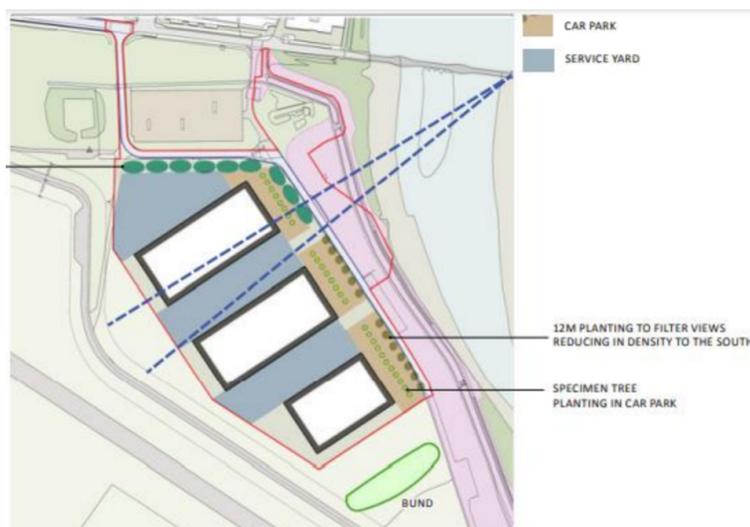


As illustrated on the RM layout, parking and serving areas are in accordance with the approach identified on the Masterplan Concept drawing. Minor highway improvements have also recently been secured through the approval of the non-material minor amendment application ref AWDM/1377/21.

The submission has adhered to the building height zones. As illustrated on the RM layout plan, consent is sought for 5 individual buildings. The buildings will range in height from a maximum of 12.5 metres (units 3 and 4) which are situated within the 13 metres maximum building height zone, to 10 metres (units 1 and 2) which are in closest proximity to the 10 metre maximum building height zone and 9 metres for

unit 5, which is situated in proximity to the sites northernmost boundary and its 9m maximum building height zone.

The submission scheme proposes 5 individual units and thus corresponds with the 'multiple building layout' principles as included within the Design Code. The RM layout illustrates that the units follow an east/west axis, with parking and servicing areas provided centrally between the two main built development parcels, as well as around the building perimeters. The layout will ensure some views are provided through the site, but



will also ensure parking and servicing areas do not appear prominent. As illustrated on the detailed landscaping plan, to help soften their appearance, these ancillary areas will also benefit from soft landscaping to their perimeters.

The Design Code suggests that buildings should be of a simple form and not overly contrived, should be grouped and have a common form, roof profile and materials. Office elements should be clearly defined and face the main Cecil Pashley Way, with site entrances creating animation. Materials should be mainly of flat or profiled metal cladding with glazing to offices, with potential for contrasting and natural materials to be used in key areas. The design adopted is reflective of the above guidelines. The units are of a consistent built form and design, having shallow barrelled roofs and full height glazed office/entrances elements.

Whilst there is some variation in the materials palette, to help break and add interest to the elevations, uniformity will be ensured through adopting a relatively restricted pallet of materials and finishes. A choice of colour pallets is included within the Design Code. These have been selected on account of their neutrality and to ensure the buildings would blend with their natural surroundings and wider setting. A 'greys and blues' colour pallet has been selected for the submission scheme.

Lighting Guidelines The Design Code requires that the external lighting solution will be controllable and utilise dark sky friendly luminaires and lighting techniques. It continues that there will be no anticipated obtrusive lighting in terms of glare or light trespass into neighbouring areas; no measurable impact of light onto any of the adjacent properties, the River Adur or sensitive receptors and no direct lighting facing the South Downs National Park. The Code however accepts that the nightscape visual impact of the development will be evidently brighter than adjacent areas when in use, however, it is considered that through the use of specific optics and lighting control measures, the overall solution will be sensitive and controlled. In terms of functional lighting for building perimeters, it is stated that these will be full horizontal cut-off luminaires designed to reduce spillage. Finally, to reduce ecological impacts the Code suggests the use of wildlife-friendly LED lamps to all external

lighting. The submission has been supported by the following documents:-

- Lighting design layout*
- Lighting design risk assessment*
- Lighting design report*
- Lighting calculation area details*

These documents confirm that the lighting scheme will not result in any light spillage to neighbouring properties or sensitive receptors. They confirm that the lighting impact can be minimised through the use of accepted methods of lighting control to limit illuminance and controlling light spill. It is confirmed that lighting has been selected to provide safety and security without polluting the boundary site residents. To further minimise light spill onto the site boundary and any sensitive areas, rear light shields have been specified, all luminaires are to have electronic control gear and LEDs are to be used. The supporting reports confirm that the electronic drivers and LEDs running together produce a very efficient street lighting system, which reduces overall energy usage and environmental impact on natural resources. The effects on sensitive receptors will be mitigated through the implementation of a stringent lighting design, which will include the use of low light pollution fittings, which retain light spill within the development area minimising the loss of light to the night sky and glare discomfort to on-site or neighbouring receptors.

On the basis of the proposed lighting strategy, the reports conclude that the proposed lighting will not have any significant negative impact on the immediate environment with respect to lighting pollution or energy usage and that all reasonable steps have been taken within the design stage of the lighting scheme to reduce the environmental impacts to a minimum.

Landscaping

A mature belt of tree planting has been proposed along the northern boundary, with species selected to reflect and tie in with the existing native planting in the location. The 12 metre landscaping zone along the eastern boundary will be planted with clusters of trees, to soften, as opposed to wholly screening the development, along with more dense, low level shrub planting. Drainage features (swales) have also been proposed within the landscaped areas. These features will not disrupt the general landscape approach envisaged, but will enhance their functionality. Aside from pockets of low-level planting adjacent to service and parking areas, the western boundary is largely devoid of planting, to retain the open character of the adjacent airfield.

Conclusion

This Compliancy Statement has demonstrated that the Reserved Matters submission for the erection of 5 buildings for storage and distribution purposes (B8) along with access, parking, servicing areas and landscaping has been designed in accordance with the relevant documents conditioned as part of the Outline consent. This has ensured a sensitive and complementary scheme that will be in keeping with its

landscape setting.'

The applicants architect has submitted a Design Statement in relation to the proposed design it is submitted that:

The proposed design provides a scheme that provides flexibility for future change and a functional layout that in accordance with the design code provides:

- *Simple Form (Not overlay contrived)*
- *A cohesive design with a consistent design ethos across the five buildings.*
- *Clear, uncluttered car parks and service yards which break up the built form of the site.*
- *Well defined focal office points to each unit that create nodal points to the site access locations and clearly draw the eye from the more functional areas of the building.*
- *A use of flat and metal profiled cladding with feature cladding and flashings to office areas and utilization of higher quality glazing and curtain walling to office areas.*
- *A limited number of contrasting yet balanced colours break up the massing of the elevations and accentuate focal areas such as the offices.*

Feature curved roofs are utilised across the design which visually and aesthetically provide a higher quality appearance than a traditional 6 degrees pitched roof. Windows and openings restricted to office elements of scheme. Offices located at the front of the buildings where possible to focus on east views. Windows and curtain walling to mark entrances and main offices. Other windows are single punched apertures. High quality aluminium and steel flashings and cladding. Service doors located within yards on only one side of each building. Doors 4m x 4.8m. High quality sectional doors utilised.

The following images are taken from the Design Code with computer generated images of the proposed design below:



FIGURE 5 – DESIGN CODE IMAGES



Relevant Planning History

AWDM/1093/17 - Outline planning permission for the erection of new commercial buildings to provide up to 25000m² of floorspace for Light Industrial (Use Class B1c), General Industrial (Use Class B2) and Storage and Distribution (Use Class B8) with access, landscaping and associated infrastructure (including a new pumping facility on the River Adur). This application is accompanied by an Environmental Statement (ES). | Shoreham Airport Cecil Pashley Way Shoreham (Brighton City) Airport Lancing West Sussex.

Permission granted on the 27th December 2019 following the completion of a s106 agreement and Secretary of State confirming that he would not call in the application.

AWDM/0961/17 - Hybrid planning application seeking (1) Full planning permission for the demolition of existing buildings and erection of 249 dwellings with temporary access via Grinstead Lane, a Country Park, relocation and extension of the Withy Patch Gypsy and Traveller site, permanent access via a new roundabout on the A27, landscaping, two additional football pitches and other associated infrastructure (including pumping facility at the River Adur); (2) Outline planning permission (with only landscaping reserved) for a non-food retail store (Use Class A1); and (3) Outline planning permission (with all matters reserved other than access) for the erection of a further 351 dwellings, community hub, primary school, and landscaping. The application is accompanied by an Environmental Impact Assessment. | Land East Of Shadwells Road At Mash Barn Estate Mash Barn Lane Lancing West Sussex

Permission granted on the 4th February 2020 following the completion of a s106 agreement and Secretary of State confirming that he would not call in the application.

AWDM/1377/21 - Application for a Non-Material Amendment to previously approved AWDM/1093/17. Amendment: Minor increase to the application site to facilitate access improvement works. | Shoreham Airport Cecil Pashley Way Lancing West Sussex.

Permission granted 24th September 2021.

AWDM/0021/22 - Erection of 385 dwellings and Community Hub (Flexible Class E/F1/F2 use) along with associated access, landscaping, car parking and public open space (an increase of 34 dwellings from the outline approval of 351 dwellings (AWDM/0961/17). | Land East Of Shadwells Road At Mash Barn Estate Mash Barn Lane Lancing West Sussex

Application pending determination.

Consultations

West Sussex County Council comments that,

"It is noted that the development description within the application form indicates only B8 storage and distribution is to be provided.

Whilst it is noted that a number of issues raised below have conditions attached to the outline permission securing details, these have the potential to affect other issues being assessed and as such information should be provided.

Access to plots

Vehicle tracking as a minimum should be provided to ensure the access width and radii are sufficient and does not have any knock-on effects to other matters being considered.

Car Parking

The site plan indicates approximately 300 car and van parking spaces. Information

should be provided as to how the levels have been calculated. A total of 29 spaces Electric Vehicle Charging spaces are shown on the plans again justification for the level should be provided.

Cycle Parking

Cycle parking should be safe and secure. Plan Proposed Site Plan Proposed Bins, Hoops and Bollards indicates the potential for butterfly stands (front wheel fixing) which would be strongly discouraged. The level of cycle parking should be justified.

HGV Parking/servicing – whilst condition 25 of the outline planning permission required tracking plans to be provided, they would have the potential to affect the layout of the development and as such should be provided to support the application.

Pedestrian connectivity.

It is noted that a footway is provided onto Cecil Pashley Way but not Almond Avenue, further details should be provided to the onward connectivity of the route.”

The applicant has provided additional information to address WSCC comments as referred to previously and the further comments of WSCC will be reported at the meeting.

Adur & Worthing Councils:

Environmental Health Private Sector Housing: No comment.

Environmental Health Public Health (EHPH) comments that,

“There are no adverse EH comments for this application for approval of reserved matters.”

However, following further consideration of the letters of objection (EHPH) has commented that the following condition should be added given that the use could include B2 activities and loading and unloading at unsociable hours and details of extraction and other fixed plant are unavailable at this time:

I would also advise that the development has a condition placed on it to ensure that the occupiers have a noise management plan in place to deal with noise from the operation of the premises. This should include transport noise, reversing alarms, mobile plant and any fixed machinery that may be needed in the future. The Mechanical services and external plant is yet to be assessed and I would recommend a condition to ensure noise levels and proposed mitigation is acceptable and agreed before installation.

Environmental Health Air Quality comments that,

We still require details of emissions mitigation to demonstrate air quality damage costs have been addressed. Their focus should be on the fleet - electric vehicles, particularly HGV's, LGV's and cars used for distribution etc, last mile emission free delivery solutions, cycle couriers, etc. The travel plan will I suspect look at routing and staff travel.

Technical Services comment that,

“We have the following comments regarding surface water drainage. The proposed layout shows a greater building area than proposed at outline.

The drainage strategy supplied at outline relied upon storage within the road/ parking area sub-base. As the proposals are to increase roof area and decrease road/ parking area we require high level surface water drainage calculations and an updated layout to be supplied with this application. This is required to demonstrate that there is adequate space within the proposed layout for surface water drainage.

We wish to raise a HOLDING OBJECTION. To overcome this please can the applicant supply revised drainage calculations and a revised drainage layout.

It should also be noted that land drainage consent will be required for any proposals to discharge to ordinary watercourse. We would like the following additional conditions to be added to this decision to ensure that the development is adequately drained throughout its lifetime and does not increase flood risk: 2

“Development shall not commence until full details of the maintenance and management of the surface water drainage system is set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority. The manual is to include details of financial management and arrangements for the replacement of major components at the end of the manufacturer's recommended design life. Upon completed construction of the surface water drainage system, the owner or management company shall strictly adhere to and implement the recommendations contained within the manual.”

“The development shall not proceed until details have been submitted to and approved in writing by the Local Planning Authority for any proposals: to discharge flows to watercourses; or for the culverting, diversion, infilling or obstruction of any watercourse on or adjacent to the site. Any discharge to a watercourse must be at a rate no greater than the pre-development run-off values. No construction is permitted, which will restrict current and future land owners from undertaking their riparian maintenance responsibilities in respect to any watercourse or culvert on or adjacent to the site. “

“Immediately following implementation of the approved surface water drainage system and prior to occupation of any part of the development, the developer/applicant shall provide the local planning authority with as-built drawings of the implemented scheme together with a completion report prepared by an independent engineer that confirms that the scheme was built in accordance with the approved drawing/s and is fit for purpose. The scheme shall thereafter be maintained in perpetuity.”

and the accompanying informative:

“Under Section 23 of the Land Drainage Act 1991 Land Drainage Consent must be sought from the Lead Local Flood Authority (West Sussex County Council), prior to

starting any works (temporary or permanent) that affect the flow of water in an ordinary watercourse. Such works may include culverting, channel diversion, discharge of flows, connections, headwalls and the installation of trash screens. The development layout must take account of any existing watercourses (open or culverted) to ensure that future access for maintenance is not restricted. No development is permitted within 3m of the bank of an ordinary watercourse, or 3m of a culverted ordinary watercourse.”

Technical Services (2nd response) comment that,

“We maintain our holding objection. A revised surface water drainage strategy should be submitted demonstrating that the revised layout will be able to accommodate the required surface water drainage. We have further concerns regarding the proposed fencing proposals as these include fences in very close proximity to the swales, how the swales will be able to be maintained with the fences as proposed is unclear.”

National Highways (formerly known as Highways England) comment that,

“National Highways has been appointed by the Secretary of State for Transport as a strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such we work to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity.

We will therefore be concerned with proposals that have the potential to impact on the safe and efficient operation of the SRN, in this case the A27. We have the following comment on this reserved matters application:

We notice discrepancies between the number of car parking spaces proposed in three documents submitted on the planning portal; the Proposed Site Plan/Proposed Boundary Treatments drawing, the Proposed Site Plan/Proposed Surfaces Plan drawing and the Proposed Site Plan/Proposed Bins, Hoops & Bollards drawing. There is an anomaly in the number of parking spaces being provided, in particular in the south eastern portion of the site which varies between 38 and 49 spaces depending on the drawing. This would indicate that the total number of spaces being provided is between 279 and 290 whereas the Eastern Development Area Illustrative Masterplan drawing (Drg.no 10_103 rev B), which was submitted with the original outline application, indicates a total of 230 car parking spaces.

Accordingly, we recommend that this reserved matters application is not discharged at this time, pending further information from the applicant to address the concern noted above.”

Additional highway information has been submitted as referred to previously and any further comments from National Highways will be reported verbally at the meeting.

South Downs National Park comments that,

“We have based our comments on how well the proposed development responds to the key principles within the Design Code, approved as part of the original Outline application granted permission under AWDM/1093/17, and have looked at 3 key areas:

1. *Configuration and scale*
2. *Appearance*
3. *Landscaping*

Configuration and Scale

We appreciate that the configuration was tricky to balance and whilst the buildings are grouped quite tightly, there are elements that help break up the massing. Landscaping can be used more advantageously to improve this further (see below). The location of the service yard associated with Unit 5 is quite prominent; however, steps could be taken through improved landscape (see below) to mitigate this. The height of the buildings is in accordance with the Design Code and we welcome the reduced height to the north and south.

Appearance

We support the general approach of using a darker colour on the elevations and lighter shades on the roof, however we are concerned about the use of green as the dominant colour for the elevations. Whilst some greens were included in the Design Code as part of a proposed colour palette, the use of multiple shades alongside the timber effect cement cladding would appear quite contrived and incongruous in views from and to the National Park. As you will note from the image from the baseline landscape study for the proposal (attached and excerpt below), whilst the conditions are not great, a simpler, more muted palette of greys would appear less stark in the landscape and would not detract from the wider visual experience. We would suggest that planting should be used to better effect to add ‘green’ to the palette.

In respect of the timber effect cement cladding, we would advise that an alternative is found as this would be harmful and would not silver naturally, unlike timber.

Landscaping

Whilst we note the proposed bund is outside of the red line boundary for the application site, is there still a mechanism for this to be secured? This was an integral part of the consideration of the scheme at Outline stage. Overall, we consider that the ambitions of the Design Code in respect of landscaping have not been met and there remain concerns that the proposal would detract from views to and from the Park and have a detrimental effect on the setting to the National Park (particularly when considered alongside the concerns regarding the external appearance of the buildings). In particular, we consider the following improvements could be made, which would also address the concerns raised in respect to configuration:

- *The planting along the northern edge of the application site should provide a more substantial boundary – we would suggest that heavy standards are*

planted within this area.

- *In general, additional tree planting should be undertaken, and as suggested in the Design Code, this should take the form of groups, rather than lines or individual trees. This is particularly important if the deliverability of the bund is in question.”*

Environment Agency: *Comments awaited. However its comments at outline stage are set out below:*

*It is acknowledged that on completion of the Shoreham Adur Tidal Walls (SATW) scheme the area of the proposed development will be regarded as Flood Zone 3a, and offers suitably improved flood protection for commercial/industrial purposes. We are therefore happy to **remove our outstanding objection.***

However, the applicant should be aware that should structural failure of the new defences occur the proposal will be impacted by rapid inundation of tidal waters.

The predicted tidal surge level for commercial development for the year 2070 is 4.8mAOD. On the basis that finished floor levels are to be set at 2.1mAOD the proposal could potentially be impacted with flood depths to a level of 2.7mAOD.

The resubmitted Flood Risk Assessment (FRA) has not taken into account failure of the defences and we therefore recommend that you are satisfied with the means of flood resilience measures identified within the FRA sections 8.4.3 and 8.5.1 and the emergency planning officer is satisfied with the means of evacuation.

We recommend that the building be internally tanked as that which is reasonably practicable so as the building is afforded suitable protection from flooding throughout its lifetime.

Flood resilience and resistance – Advice to developer/ LPA

We strongly recommend that consideration be given to use of flood proofing measures to reduce the impact of flooding when it occurs. Flood proofing measures include barriers on ground floor doors, windows and access points and bringing in electrical services into the building at a high level so that plugs are located above possible flood levels.

We recommend reading the following guidance:

['Improving the flood resilience of new buildings'](#)

['Prepare your property for flooding: A guide for householders and small businesses'](#)

Consultation with the relevant building control department is recommended when determining if flood proofing measures are effective.

Flood warning and evacuation plans – Advice to developer/ LPA

In this situation, occupiers would be reliant on flood warning and evacuation procedures to ensure their safety. In all circumstances where warning and

emergency response is fundamental to managing flood risk, we advise LPAs to formally consider the emergency planning and rescue implications of new development in making their decisions.

The PPG states that LPAs should consult their emergency planning staff to ensure evacuation plans are suitable through appropriate planning conditions (Ref. 7-054-20150415). We therefore recommend seeking comments from the relevant emergency planners.

Please note that it is not our role to assess the details of flood evacuation or emergency plans. We do not carry out these roles during a flood. Our involvement with this development during an emergency will be limited to delivering flood warnings to occupants/ users covered by our flood warning network.

Pumping Station – Advice to LPA

The Lead Local Flood Authority (LLFA) should ultimately be satisfied that the pumping station design calculations can accommodate surface water run-off from the New Monks Farm development as well as the proposal.”

English Heritage (EH): Comments awaited but HE raised concerns at the outline application stage and its summary response at the time was:

Historic England retains concerns about the harm that this proposal would cause to the significance of designated heritage assets by virtue of the contribution made to this by their settings. We nevertheless conclude that the level of harm is less than substantial in NPPF terms albeit at the higher end of that scale. We therefore think that it falls to your Council to weigh that harm with the public benefits of the proposal taking note that all harm requires a clear and convincing justification and that great weight needs to be afforded to the conservation of designated heritage assets (including the contribution made by their setting). The statutory duty in this case is to pay special regard to the desirability of preserving listed buildings and this would include consideration of setting.

Natural England: Comments awaited

Lancing Parish Council: Comments awaited

Representations

One letter of support for the application has been submitted on the grounds that the land is away from any housing and is close to the vast Ricardo industrial site. This type of warehousing offering local jobs for local people is needed.

A total of 24 letters of objection have been received to the application on the following grounds:-

Design

- The buildings, as proposed, are covered in aluminium and coloured grey. Given the background of the hill up to Lancing College they will stand out like a sore

thumb against the beautiful South Downs.

- Much clearer detail is required about the proposed remediation on the South East facing side of the site which will be visible from the Old Shoreham Conservation area and from the majority of homes along Old Shoreham road and in the Waterfront development.
- Green roofs leave nesting birds vulnerable to predator attack by gulls and cannot be populated by small mammals so no use to endangered Skylarks, Lapwings, Barn Owls etc. Invertebrates and insects vital to the ecosystem will lose their habitat.
- Tree screening will probably not be possible to low flying approaching aircraft on the flight path.
- The proposed development is in a sensitive location and it would have a negative impact on Lancing College as a Grade I Listed Building, the historic Airport and the Conservation Area of the Downs and the Estuary.
- The proposed building is large, unsightly and overpowering to the local landscape and there is insufficient evidence for effective landscaping.
- The height of the development goes way over and above other developments. The pumping station would be circa 8 metres and this development goes 5 metres over and above. How is this going to be masked by bunding at 13 metres high? There are no 3D plans showing the perspective view from local buildings and amenities.
- This will be a blot on the landscape spoiling one of Shoreham's iconic views. This is right on the edge of a National Park and bordering an area of scientific interest.

Sustainability

- The Government is hosting negotiations on climate change and the issue of sustainability and energy use is clearly vital and the Council's Planning Department should be responsible to address this global concern. It is not clear on the application whether the roofs of the buildings will incorporate solar panels. If the developer is not proposing 25,000 square metres of solar panel then I object very firmly to the proposal.

Sewerage

- There are issues with the design of the sewerage and surface water processing which are highlighted in the Technical services document from the Council Engineer.
- Run-off from car parking areas and industrial units could seriously pollute the River Adur, mudflats and nearby streams, all of which host a wealth of wildlife.
- The development threatens to damage a protected nature reserve. Bird life and aquatic life could be very seriously adversely impacted and affected by this development. Airbourne refuse such a polythene and plastic bags are likely to get into the river and be taken out to sea.

Highway Access and Parking

- Access from the A27, which is frequently gridlocked at rush hour, will cause increased hold ups to ordinary commuters. The A283, A27 and A259 are

already over capacity.

- On site the provision of so many car parking spaces (notwithstanding the inclusion of EV charging points/disabled spaces) shows a lack of attention to a sustainable transport plan for the workers on the site.
- Shoreham Airport used to have a halt station. Could this be reestablished? The site is within 5 minutes walk of the number 2,9,59 and 60 bus routes. It is within 20 minutes walk (and 5 minutes cycle ride) of Shoreham railway station. Where is the joined up thinking to reduce car use by visitors and employees by creating a proper active travel plan for a proposed new major employer in the area?
- The flyover and coast road have all suffered significant gridlock conditions recently with resulting air pollution. This unneeded industrial site will worsen the situation and in an uncertain economic period there is no point in building warehouses and factory units where there is no proof they will be occupied or needed.
- The number of parking spaces for the original planning application was reported to be around one hundred. The new plans show enough spaces for almost three times that. Although this looks positive for any employment opportunities, the current plans do not specify the ratio of spaces for cars to heavy goods vehicles associated with warehouse developments.

Cycle Infrastructure

- The cycle infrastructure is not detailed. There needs to be much better covered bike racks, adequate storage facilities for outerwear and through cycle infrastructure to the site. The new Red Lion crossing and Upper Shoreham Road cycle route (as detailed in the LCWIP and numerous other consultations) make this an ideal site for a properly developed active travel plan.

Air Quality

- There is significant harm to the health of residents in areas with high congestion and air pollution levels. Residents along these arterial roads suffer higher levels of asthma and other linked health effects. The increase in heavy vehicles will affect the physical and mental wellbeing of residents, predominantly those in St Nicolas ward. A distribution centre, which requires 24 hour access on already congested roads, will not operate effectively if the vehicle fleet is stuck in traffic. Therefore this site makes poor economic sense.
- A study in 2017 by King's College London revealed that living within 50 metres of a busy road may increase the risk of lung cancer by 10% and stunt lung growth in children by 3 to 14 percent. Many young families live along Brighton Road and the clear link between air quality and health increases the risk to many residents. There have also been links between air and noise pollution and biological markers in the blood that may predict heart disease in the future. This research has found that excessive traffic noise and air pollution are in fact both linked to increase in heart disease markers.
- Any increase of HGV traffic to the A259 will be highly detrimental to local residents apart from the increased public health burden on the health system

that is already struggling, the personal cost to the individuals affected is enormous.

Privacy Light and Noise

- The hours of operation of this distribution centre are not detailed in the proposal. A 24/7 operation would have very harmful effects on residents due to noise of lorries reversing (the incessant beeping), the lights of vehicles turning off the road and driving round the site and the lights on in the service yards to facilitate safe conditions for the workers during nighttime .
- There has already been a deterioration in quality of life for local residents during the construction of the following : new flood defences, the New Monks Farm site, the Waterfront development and the pumping station. There are still unresolved issues with bright lights on the airfield which keep residents awake.
- From my house in Old Shoreham Road I can hear any vehicle noise from the Airport. During the recent work of the pumping station the incessant beep beep beep of vehicles reversing has sometimes continued well into the night. An industrial estate on this site would involve generators and deliveries outside of office hours with the noise disrupting sleep patterns and affecting the mental wellbeing of those living in Old Shoreham Road.
- During the build of the proposed development, the neighbourhood would be subject to an unacceptable level of noise and pollution which would have a negative impact on our mental health.
- As this is a warehouse and presumably operational 24 hours a day there would be significant light pollution affecting residents and wildlife.

Impact on wildlife and biodiversity

- There are many rare and protected species which use this exact part of the air field. e.g. nesting lapwings, reed warblers in the reeds along the new culvert. These species will not return to a disturbed site so we will lose natural amenities forever.
- During our ongoing climate and biodiversity emergency destruction of habitat without remediation should be avoided.
- the colour of the buildings will not "disappear" into the landscape. The site offers a great deal of opportunity to use innovative techniques. e.g a green wall for camouflage and as a natural habitat and help with flood prevention and act as a water store and a wildlife corridor.
- The downland beyond this site presents stunning natural scenery. The landscaping involved in the plan is wholly inadequate in terms of any mitigation for the loss of this attractive natural beauty. There is no way an industrial estate can exist in any kind of aesthetic harmony with the South Down National Park.
- There would be significant light disturbance to wildlife on the river estuary and surrounding streams endangering the survival of water voles, nest Reed Warblers and other birds, including the Barn Owls that hunt across the airfield at night.
- The salt marsh up to the toll bridge is designated as a Site of Special Scientific Interest (SSSI) and whilst not technically salt marsh, the proposed development site is on a flood plain and perilously close to the protected area. The

development will affect all forms of wildlife, especially migrating birds and amphibians that live in the nearby banks and grassland.

Location

- This is the wrong type of development on the wrong site with many areas of concern in terms of harm to human and animal wellbeing. This proposal should be relocated to another site and the airfield left as the Green Gap it has been for over 100 years.
- Shoreham and Lancing have suffered enough ugly over developments, New Monks Farm Ikea fiasco should never be repeated. The Council has in its power to save the airfield, please do so and preserve Adur's beauty, air quality and vital ecological diversity for future generations.
- The current plans would destroy a beautiful iconic area or the Adur Valley that has been enjoyed by cyclists, walkers and wildlife watchers daily for centuries as well as being valuable habitat for threatened wildlife. Outline planning permission should have never been granted in this location.
- The development would cause significant environmental impact and other locations would be better. The Cement Works site, north of Shoreham, would seem ideal for a logistic centre as would the area abandoned by Ikea. If it is still to go ahead, could the developers not revise the plans to firstly, increase the perimeter between the site and the river. Secondly, rather than a cluster of tin sheds, more consideration should be given to building an eco-park with sustainability built in.
- Warehousing expansion is required in the UK, however, an appropriate location would be in a field next to a motorway, not next to a river close to a town and at the foot of a National Park.

Airport Safety

- Has air safety been properly assessed by the relevant bodies and their recommendations taken into account?
- Restricting the Airport's airfield in this manner gives pilots very little room for error. Last year I witnessed a plane being winched from the perimeter bushes after overshooting the airfield. The likelihood of a serious accident, if this site is developed, should not be understated.
- Has any thought been given to the possibility of the windows of the buildings dazzling approaching pilots. With approaching planes presented with a shortened airfield, the risk to traffic on the bypass from approaching aircraft is surely impacted as planes have to change their angle of approach.

Other

- Residents of the new Waterfront development do not seem to have been notified of the proposed development.
- Employment will be low as these structures are clearly designed for logistics distribution hub activity due to their height.

Adur Residents Environmental Action (AREA)

“We are objecting to various aspects of this development on the following grounds.

This development was passed at the same time as the New Monks Farm development which received a great deal of opposition and therefore overshadowed consideration of the effects of AWDM/1831/21.

This development was originally passed as a category B1C. It is now listed as 8B. Should the change of category not require a reconsideration of other aspects?

THERE ARE TOO MANY ELEMENTS IN THIS DEVELOPMENT FOR WHICH THERE IS INADEQUATE INFORMATION.

Traffic effects -National Highways has provided no assessment of the amount of daily traffic, peak flow times and the effect on the A27, a road already over capacity, only commenting on the discrepancy in the number of proposed parking places. Approximately 300 parking places are to be provided. It is unclear whether these will be for employees vehicles or for delivery vehicles which could well be making more than one journey per day. How was the number 300 arrived at? Without this detailed information in terms on number of daily car journeys how can a decision be made about the effect on local roads, both in terms of congestion and air pollution

*Why are there only **29 EVC points**? Government guidelines state that “any non-residential building with more than 10 car parking spaces is to have one charge point and cable routes for an electric vehicle charge point for one in 5 spaces. That works out at 60 charge points.*

*There is no evidence of a **Travel Plan** which should form part of the developers’ submission.*

The A27 pollution levels are already high in terms of NO2. PM2.5, the more dangerous pollutant in terms of health, has not been monitored. No up-to-date cumulative effects assessment for traffic, noise and air pollution has been provided which considers the journeys from the Cala Homes development and the other developments further west along the A27.

The National Planning Policy Framework (NPPF), require planning to ‘shape places in ways that contribute to radical reductions in greenhouse gas emissions’. Local authorities’ development plans are also bound by a legal duty, under the Climate Change Act, to contribute to achieving net- zero.

This development will increase greenhouse gas emissions and not contribute to the net zero target.

CUMULATIVE EFFECTS ASSESSMENT 2019 -

1.5 NPS EN-1 Paragraph 4.2.6 states that the accumulation of, and interrelationship between effects might affect the environment, economy or community as a whole, even though they may be acceptable when considered on an individual basis with

mitigation measures in place.

*No up-to-date assessment has been provided for the cumulative effects of traffic, noise and air pollution from this development and those further west along the A27. This **goes against the government guidelines as stated above.***

Until the developer can provide evidence that this directive has been followed, planning permission should be delayed and the whole development reconsidered. Too little is known about the amount of traffic, air and noise pollution this development will generate.

*The **light pollution** will be detrimental to wildlife and local residents. The additional traffic will generate noise pollution which will affect the Withy community located near the new roundabout as well as the residents on the Lancing stretch of the A27 and Old Shoreham Rd in Shoreham*

*ADUR LOCAL PLAN states that it will be necessary to **ENSURE** that new developments do not exacerbate existing air quality issues.*

***LANDSCAPING** -. This development looms out of the airport site, detracting considerably from the openness and feeling of natural space.*

Why has this particular layout been chosen? In the original application there were options which were less oppressive, appeared to occupy less ground space, were set further back from Cecil Pashley Way and allowed for more unobstructed views of the airfield and open space.

To offset the bulkiness of the buildings more space should be allowed for planting on 3 sides of the building, particularly on the south side to soften and ideally block the views from the heritage airport building. The landscaping should include trees and shrubs which will alleviate the air pollution from the planes and the traffic. More detail on landscaping is required.

*ADUR LOCAL PLAN POLICY 7 STATES THAT NEW DEVELOPMENT AT THE AIRPORT MUST BE DESIGNED TO **MINIMISE ITS IMPACT ON THE LANDSCAPE AS WELL AS ON THE OPEN NATURE OF THE LANCING-SHOREHAM GREEN GAP.** The size, bulk and height of these buildings means they do not adhere to the Local Plan. The narrow gaps left between the buildings will give a view of the car parks, not the open space of the airfield.*

The colour scheme is too dark and overbearing - 6 shades of grey – doing nothing to blend into the natural landscape as the developers notes seem to think. These should be reconsidered to lighten the oppressive appearance.

***SUSTAINABILITY** - There is a dearth of information on the sustainability of these buildings. – no comments on the levels of insulation and no sign of solar panels on the huge expanse of the roofs. This **contravenes the Climate Change Act** and Adur's declaration of a climate emergency.*

There should be greater use of permeable materials for the footpaths and bike

storage area in order to minimise run off. No Decision should be made until the sewage and drainage issues are addressed.

There are many unresolved issues and a number of contraventions of local and government documents. This development should not be given final approval until all these problems are sorted and finalised. We trust you will give our comments serious consideration.”

Relevant Planning Policies and Guidance

Adur Local Plan 2017

‘Supplementary Planning Guidance’ comprising: Development Management Standard No.1 ‘Space Around New Dwellings and Flats’; No.2 ‘Extensions and Alterations to Dwellings’

Sustainable Energy SPD (August 2019)

Adur Planning and Climate Change Checklist (June 2021)

‘Good Practice Guide for Houseboats’ (ADC 2007)

Shoreham by Sea Conservation Area Character Appraisal & Management Strategy (ADC 2008)

Planning Contributions for Infrastructure Provision (ADC 2013)

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

Design Bulletin No.2 ‘Shopfronts’ (ADC 1996)

Design Bulletin No.3 ‘Development involving horses in the Countryside’ (ADC 1996)

Design Bulletin No.4 ‘Shopfront Security’ (ADC 1996)

Shoreham Harbour Joint Area Action Plan 2019

‘A Strategy for Shoreham Renaissance’ (ADC 2006)

Lancing Vision 2012

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

National Planning Policy Framework (July 2021)

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

Circular 04/07 ‘Tree Preservation Orders: A Guide to the Law and Good Practice’ (DETR 2000)

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

Circular 10/97 ‘*Enforcing Planning Control*’ (DoE 1997)*ie. relevant to certificates of lawfulness*

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.

In considering whether to grant planning permission for development which affects a listed building or its setting, to have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. (S66 (1) Planning (Listed Buildings and Conservation Areas) Act 1990);

To pay special attention to the desirability of preserving or enhancing the character or appearance of the Old Shoreham Conservation Area (S 72(1) Planning, Listed Buildings and Conservation Areas Act 1990); The effect of the duties imposed by section 66(1) and 72(1) of the Planning (Listed buildings and Conservation Areas) Act 1990 is, respectively, to require decision-makers to give considerable weight and importance to the desirability of preserving the setting of listed buildings, and to the desirability of preserving or enhancing the character or appearance of a conservation area.

In addition, section 11A(2) of the National Parks and Access to the Countryside Act 1949 and section 85 of the Countryside and Rights of Way Act 2000 require that 'in exercising or performing any functions in relation to, or so as to affect, land' in National Parks and Areas of Outstanding Natural Beauty, relevant authorities 'shall have regard' to their purposes.

The Environment Act 1995 revised the original 1949 legislation and set out two statutory purposes for national parks in England and Wales:

- Conserve and enhance the natural beauty, wildlife and cultural heritage
- Promote opportunities for the understanding and enjoyment of the special qualities of national parks by the public

When national parks carry out these purposes they also have the duty to seek to foster the economic and social well-being of local communities within the national parks. This duty is particularly important to the delivery of the statutory purposes of protected areas. The duty applies to all local planning authorities, not just national park authorities.

The duty is relevant in considering development proposals that are situated outside National Park or Area of Outstanding Natural Beauty boundaries, but which might have an impact on the setting of, and implementation of, the statutory purposes of these protected areas. There are a number of other duties placed on planning authorities regarding biodiversity enhancement and the countryside including:

- Under section 40 of The Natural Environment and Rural Communities Act (NERC) 2006 local planning authorities (LPAs) must have regard to the purpose of conserving biodiversity, including restoring and enhancing species, populations and habitats, as well as protecting them.
- Under the Wildlife and Countryside Act 1981, LPAs should take reasonable steps to further the conservation and enhancement of the flora, fauna or geological or physiographical features by reason of which the site is of special scientific interest (SSSI).

Planning Assessment

Principle

The principle of development has been established with the grant of outline planning permission on this site for up to 25,000 sqm and buildings up to a maximum height of 13 metres. As this application proposes 23,880sqm the overall quantum of floorspace is within the outline requirements. The proposed buildings are a maximum height of 12.5 metres and therefore also comply with this outline requirement.

Whilst the principle of development has been established it is worth stressing that the grant of this permission exceeded the local plan allocation of 15,000 sqm and therefore the application was advertised as a departure from the Plan. The outline application also raised objections from English Heritage, Natural England and the National Park and other statutory consultees notwithstanding the Design Codes being amended to mitigate where possible adverse impacts of the development on the landscape and setting of heritage assets. In line with advice in the NPPF the adverse impacts on heritage assets, notwithstanding the mitigation measures, were assessed against the regeneration benefits of the development. The report in connection with the outline application concluded that,

'This is a controversial proposal given the very prominent nature of the site in both landscape and heritage terms. The applicant has worked closely with Officers and the SDNP to increase the level of mitigation and the Design Code is to be amended to reflect the further comments of the SDNP and your Officers. However, the proposed mitigation would not overcome the harmful impacts of the development on both the landscape and heritage assets. The harm has been identified as 'less than substantial' nevertheless, clear and convincing arguments for justifying this harm have to be demonstrated. The public benefits are economic and social and are compelling given the lack of employment floorspace and the need to improve the economic performance of the District and the Airport itself.

The public benefits are also related to protecting the long term future of the airport. Continued investment into the airport is dependent on the approval of the new commercial floorspace. As the airport directly benefits the setting of its assets and is historically important this is an important material consideration.'

The approval of the commercial development clearly helped to ensure that the airport was sold, lifting the site out of administration. There has been further investment into the airport which as suggested in the original Committee report has helped to keep the airport operating both enhancing the local economy and maintaining the setting of the listed main terminal and adjacent listed hanger.

A number of objectors have questioned the need for additional warehousing and employment floorspace but your Officers are aware of significant interest in the site from a range of local and national businesses. There is a significant need for flexible purpose built employment floorspace and this is evident across both Adur and Worthing with few vacant industrial units. The demand for employment floorspace is demonstrated by the fact that the price of scarce employment land has increased

significantly and Members may be aware that this demand has prompted Worthing Borough to build out employment units at both Decoy Farm and the former EDF site in East Worthing.

The applicant has also provided evidence from their marketing agents identifying the strong demand for new commercial floorspace and the Agents state that,

In summary we have seen a very healthy number of enquiries for all unit sizes across the South East and take-up would have been considerably more if it was not down to a lack of good quality stock. This strong demand continues to be linked to logistics / B8 rather than B1/B2 manufacturing, reflecting the continued appetite for online retailing and the subsequent last mile logistics. This is the same for Sussex. Shoreham has a current vacancy rate of only 1.7% (56,000 sq ft), Brighton too has also only 1.7% (84,000 sq ft), Burgess Hill & Haywards Heath, 2.5% at only 50,000 sq ft. Worthing is a little higher at 11.7% or 322,000 sq ft but this does include one large unit of 261,000 sq ft so if this is excluded availability would be very low like other towns. In all four locations only 512,000 sq ft is currently available for immediate occupation however logged demand for 2021 alone and not including any older unsatisfied requirements is over 5,000,000 sq ft. In Shoreham alone 2021 saw logged demand for 345,000 sq ft in 18 requirements.

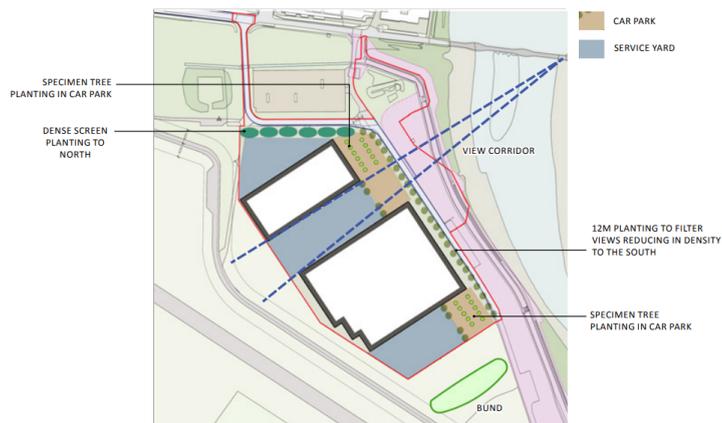
The need or otherwise for the development is, in any event, academic as the principle of development has been accepted. The outline planning application assessed the environmental effects of the development including landscape/biodiversity issues, traffic, air quality and noise impacts. A number of conditions on the outline planning permission cover these detailed issues and these are repeated at the end of the report.

This reserved matters application seeks permission for the layout, design and appearance of the development and these primary issues are considered below.

Layout (including landscaping)

The proposed layout follows the Design Code option of a multiple building layout. Two options for the multiple building layout are shown and the proposed development is similar in layout terms to the first option shown below.

Design Code Option



Proposed Layout



The Design Code specifically identifies the advantages of this layout in terms of allowing a gap between the buildings when viewed from the footbridge (compared to a large single building or development running north south) and service yards generally located between buildings. As submitted the application did not include 'specimen' trees to soften and filter views within the car park as required by the Design Code but the latest layout plan seeks to address this issue (see extract below).



The applicant has confirmed that the layout maintains the 40 metre no build area to the southern boundary and this was designed to ensure separation from the airport terminal buildings and keep the built form closer to the Local Plan site boundaries (despite the additional floorspace). The overall footprint of buildings appears greater than the Design Code layout and this may be because the indicative plans at outline stage incorporated a small area of mezzanine without each block for offices. The applicant has been requested to clarify this point.

In terms of the proposed landscaping the layout provides for the 8 metre landscaping

strip along the northern boundary and the 12 metre landscaping strip along the eastern boundary of the site. However, as the above extract demonstrates this is compromised by the proposed swales designed to assist with the overall sustainable urban drainage system for the site. The Council's Drainage Engineer has expressed some concerns about planting adjacent to the proposed swales, particularly if they are to be lined and hence has asked for the original drainage strategy to be updated in relation to the latest plans. Whilst these matters are covered by the outline planning conditions the drainage strategy for the site clearly impacts on the ability to provide the extent of landscaping originally envisaged by the original design codes.

The SDNP has expressed some concern at the level of screen planting and Natural England in its original consultation response to the application commented that,

'Layout designs should look to provide a generous landscape buffer along the site boundaries, particularly the eastern boundary. This will break up the mass of the built area, retain (some) views from the SDNP across the site into the green gap, and maximise the distance between buildings and/or active areas of the site and the adjacent SSSI.'

Given that the Design Code required extensive planting and groups of trees to filter views of the buildings there is clearly a need to reconsider the drainage proposals which currently affect the scope to reduce the visual impact of the development from the National Park, public views from the riverside paths and properties on the eastern side of the river. At present only a line of trees is proposed around the eastern and northern boundaries of the site and this would provide insufficient screening and not be consistent with the outline indicative plan and Design Code.

The scheme incorporates the 5 metre earth bund to the south of the commercial site. Although this is outside of the red edged area it falls within land leased by the applicant and is a key part of the mitigation measures to soften views of the development from the south. The key view considered during the outline application was the view up to Lancing College as reflected in the photo below. A bund as proposed and illustrated by the cross sections below significantly helps to screen the southern parking area buildings from this viewpoint. The cross section below, submitted at the outline stage, indicates the bund and proposed groups of trees referred to in the Design Code running along the eastern boundary of the site.

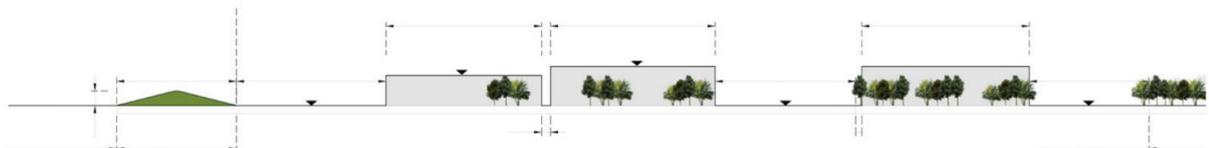


Fig. 20: Illustrative elevation showing tree planting design to eastern facade

Impact on SSSI and biodiversity

A number of concerns have been raised by local residents about the impact of the development on the adjoining designated wildlife site and there was considerable discussion with Natural England and the Environment Agency in relation to these matters and amendments were made to the scheme and the Design Codes to mitigate any harmful effects.

The issues identified above in terms of additional planting on the eastern and northern boundaries of the site are important to help screen the development and activities within the site and the proposed lighting scheme (using LED) has been specifically designed to ensure that light spill is reduced and contained within the service yard areas. These mitigation measures are specifically mentioned in the ES and summarised in the Non Technical Summary as follows:

‘Ensuring low levels of light spillage from the commercial development along with landscape screening, would be important to provide favourable dark conditions for foraging bats. Providing that controls on light spillage can be adequately maintained, the operational effects upon foraging bats are predicted to be negligible.

High levels of disturbance due to associated vehicle traffic and visitors to the new commercial area, might cause a minor reduction to the number of surrounding breeding bird territories. Maintaining buffer zones along the northern boundary of the Airport should help to provide some offsetting against this predicted increase in disturbance levels.

The surrounding drainage ditches should continue to provide suitable habitat for a number of passage visitors such as Snipe, Jack Snipe and Teal, benefiting from these quieter low-lying parts of the Airport. Providing these can be maintained, the operational effects upon wintering birds are predicted to be Negligible.’

Whilst the submitted light strategy is considered to address the first issue, the success of this is also dependent on the control of lighting within the buildings and potentially additional security lighting being added subsequently. The scope to control these matters potentially with future occupiers being involved in an ongoing requirement to mitigate the impact of activities and lighting through the Ecological Management Plan is being discussed with the applicants.

The mitigation suggested by the ES has not been followed through in the landscaping proposals and this is a key issue to address before the reserved matters can be approved.

Design/Appearance

The general form and design of the proposed buildings complies with the key criteria set out in the Design Code set out below:

Industrial and storage buildings have a relatively generic specification which reflects occupier requirements, which create flexibility for future change. The buildings are utilitarian in form and aesthetic and as with other existing buildings around the airport will be seen as ‘background’ structures. The buildings should therefore be:

- » Simple in form and not overly contrived
- » Buildings in close proximity should read as a consistent family of structures with similar building form, roof profile and materials
- » Car parking and service yards should be used to create clear, uncluttered breaks within the built form.

- » Office elements should be clearly defined and face the main Cecil Pashley Way and site entrance to create animation
- » Building materials will be mainly of flat or profiled metal cladding with glazed office. Contrasting and natural materials may be used in key areas to provide interest and soften the appearance of the buildings.
- » A limited palette of natural and neutral colours will be adopted

The simple low curved roofs proposed will help to soften the form of the buildings particularly given their backdrop of the Downs. Although the buildings are fairly utilitarian the simple form in the context of a commercial airport was considered important as well as a design that limited glazing particularly in the north and western elevations towards the National Park.

The application reduces the overall height of the tallest building by a metre compared to the outline parameter plan and the other lower heights of buildings closer to the runway take into account airport safety advice provided at the outline application stage

As submitted, the applicant's picked the greys and blues set out in the Design Code. The relatively limited palette of colours is considered appropriate. However, your Officers were slightly concerned about the use of a light grey particularly when buildings would be viewed against the backdrop of the Downs. As a result the applicants were encouraged to use some of the other muted colours set out in the Design Code (see below).



The Design Code also encouraged the use of natural materials (a suggestion of the SDNP at the outline stage) and therefore the applicant was encouraged to incorporate timber with the other green and brown more natural colours recommended in the Design Code. The revised scheme was submitted to the SDNP before it had prepared its response to the application and has agreed with the applicant's that the predominant grey colour would be more appropriate than the green and browns and have used the following image looking down from the Downs to support its views. The SDNP has also questioned the use of mock timber as it would not weather like timber.

The applicant has provided a CGI of the amended proposal and this helps to illustrate the intended colour scheme more effectively than the elevations.



The SDNP has expressed concern about the olive green to the roof set against natural grass and your Officers accept that it would not be possible to find the right shade of green to blend in with natural grass when viewed from the Park not least because of the variations in colours that occur in nature during different seasons.

As all the colours proposed reflect what was recommended in the Design Codes it is difficult to find much fault in either colour scheme. In addition, it is a somewhat subjective exercise about which colour is most effective at reducing the impact of these buildings and of course it would vary depending on which viewpoint is taken. Normally larger buildings are viewed against the skyline and lighter colours are used to blend with the sky (normally a cloudy sky). Members will have seen, no doubt, much larger distribution buildings built alongside motorways that have bands of light greys and blues. However, in this location the buildings are viewed predominantly either from the Downs looking down onto the predominantly green airport or against the backdrop of the National Park. The green/brown option has a light green roof whereas the alternative option has a dark grey roof.

Your Officers are discussing the appropriate colour combinations with the SDNP and the Landscape Consultants who advised the Council in dealing with the Local Plan and New Monks Farm planning application and Members will be updated at the meeting. The applicant is content to pursue either option.

Highways, Parking and Accessibility

In response to the comments from WSCC and National Highways the applicants Transport Consultants have provided additional supporting information to justify the level of parking proposed.

Given that the applicant has only one fixed tenant identified at this stage the level of parking has been based on a mix of B use classes. The WSCC car parking

standards vary for different uses as national data sources demonstrate that there are generally lower parking requirements for storage and distribution uses (B8) compared to light industrial use (B1c). The applicant's consultants have indicated that based on WSCC's car parking standards, for B8 use, there would be a requirement for 239 car parking spaces across the site. However for B1c and B2 uses there would be a requirement for 597 car parking spaces to meet WSCC latest parking standards.

Given the discrepancy in standards the application proposal for 262 spaces appears reasonable, striking the right balance between encouraging sustainable transport to the site and ensuring adequate parking to avoid cars parking along Cecil Pashley Way. The justification based on national data sources is being assessed by WSCC and Members will be updated at the meeting. The outline permission requires the submission of a Travel Plan prior to the occupation of each unit to encourage sustainable transport to the site. Clearly the travel requirements of each occupier will vary but the outline travel Plan submitted with the application includes a number of key measures to reduce the use of cars to the site.

The site is linked to a number of cyclepath routes. To the west the access road to the new roundabout will link to cyclepaths to Lancing through the new housing development and to the east the site is close to the Tollbridge and cyclepaths along the river into Shoreham. Members will also be aware of improvements proposed to provide a cyclepath crossing at the Red Lion P.H providing cycle and pedestrian access to the station.

The application proposes 144 cycle spaces and additional information has been submitted to WSCC to justify this level of provision. The applicant's Highway Consultant has confirmed that they will install the required Sheffield stand (rather than the butterfly stand originally proposed). The applicants Highway Consultant also states that,

'As stated in the Travel Plan, 8.1% of people use a bicycle for their journey to work. Therefore, proportionate to the location and scale of the development, the proposed cycle spaces would be significantly above the likely demand and should be acceptable. Uptake of cycle parking would, however, be monitored as part of the Travel Plan and additional spaces provided if demand for space was found to exceed the provision.'

In response to WSCC comments the Highways Consultant has advised that a non controlled crossing point can be provided to link to Almond Avenue which then links through to Old Shoreham Road passing the Ricardo car park as the plan below indicates.



The discrepancy mentioned in the response from National Highways (formerly Highways Agency) about car parking numbers has been clarified and any further comments from NH will be reported at the meeting.

Sustainability

The outline planning permission requires the development to be built out to BREEAM very good which is consistent with the adopted Local Plan. The applicants are investigating whether they would be able to meet BREEAM Excellent which would represent sustainability performance equivalent to the top 10% of UK new non-domestic buildings.

As the issue of sustainability was covered by the outline permission it is not necessary to revisit this matter but given the increasing concerns about the impact of climate change it is encouraging that the applicant is looking to meet the higher BREEAM standard. The commitment to provide LED lighting is also important to reduce light spill and meet higher sustainability requirements for the site.

The application includes 29 electric charging points which was based on the outline planning permission which required 10% of the parking spaces to be provided. In response to WSCC request for a justification for this level of provision the applicants Highway Consultants comment that,

'Regarding electrical vehicle charging points, a review of WSCC's car parking standards published in September 2020 states: "as the demand for vehicle charging points is expected to change rapidly over time, any standard for electric vehicle charging points is likely to become quickly out of date. Therefore, there are no specific standard electric vehicle charging points".'

As stated in the Travel Plan which accompanied the reserved matters application, electric car charging spaces will be provided for each unit, at a rate of at least 10% of total provision. This is in line with similar employment developments and, hence, is considered sufficient. Uptake of the electrical vehicle charging points would, however, be monitored as part of the Travel Plan and additional facilities provided if demand was found to exceed the provision.'

Air Quality

AREA has raised concerns about traffic and activity and in particular the impact of large numbers of HGV's adding to the air quality concerns along this section of the A27. At the outline stage the ES included a comprehensive chapter on air quality. This stated that,

An air quality assessment has been completed for the proposed development. Alongside this a cumulative impact assessment has been completed. Both conclude that the operational effects will be negligible at off site receptors (the development itself is not considered to be Air Quality sensitive). An emissions mitigation assessment has also been completed. This concludes that the damage cost associated with the development will be £216,841.

The report indicated that project sustainability measures will more than offset the emissions cost calculated above, which in itself is considered to be a worst-case estimate. At the time of the outline application the Council's Environmental Health Officer was concerned that these sustainability measures might not exceed the associated cost figure, particularly if measures were double counted against other requirements required by the Highway Authority.

As indicated earlier the applicant is committed to delivering a sustainable development and the Travel Plan Framework document submitted at the outline stage sets out a number of mitigation measures to reduce traffic to and from the site. However, given that the approved uses include storage and distribution, the most effective way to mitigate any impact on air quality would be for occupiers of the units to implement low emission transport fleets and many larger companies are investing in hybrid and electric fleets. This can best be addressed through individual travel plans submitted by individual occupiers as required by the outline planning permission.

Impact of the Development on Residential Amenities

The ES assessed noise and disturbance likely to be associated with both the construction and subsequent operational noise from the development. With construction noise it stated that,

During the construction phase, the likely effects relate to site levelling, and clearance, ground excavation, piling, building and road construction, and related traffic movements. These will be reduced in accordance with a Construction Environment Management Plan, and will include such measures as locating any noisy equipment away from existing dwellings, a screening plan to reduce noise, and work only carried out during agreed operational hours. The resultant effects will not be significant.

In relation to operational noise the ES concluded that,

'During the operational phase, the likely effects relate to the generation of additional vehicular movements, operation of businesses, mechanical services from the commercial development and noise resulting from the proposed pumping station. The assessment of potential impacts has not identified any need for specific mitigation measures. Taking the site context into account, the effects were found to be negligible and no significant adverse effect was identified. However, sound from the service yards may be audible on occasion.

While no specific mitigation is required, the receptors on the east of the River Adur will benefit from the Adur Tidal Walls Project which will effectively add a 3m high barrier between them and the development site. This further reduces the noise levels at these receptors.'

Since the outline permission the Adur Tidal Walls has been built and this will, as stated in the original ES help to mitigate some of the operational noise. Nevertheless, a number of residents have expressed concern about potential noise

from the development and have suggested that there was considerable noise during the construction of the pumping station.

The EHO has not recommended any hours of use but depending on the nature of occupiers feels that a noise management plan would need to be submitted providing details of noise from industrial processes and appropriate mitigation measures. This is particularly important as, at this stage, details of intended occupiers are unknown as well as requirements for any means of extraction or fixed plant are unknown.

Whilst concerns have been made about 24 hour use of the site its location largely away from residential properties makes the site attractive for distribution uses which often cannot operate under restricted hours. However specific noise issues such as reversing beepers and details of loading and unloading can be controlled through a noise management plan condition.

Conclusion

There are still outstanding matters with this application that need resolving. The colour palette proposed complies with the approved Design Codes. Effectively there is a choice between two sets of colours and which palette of colours greys/blues or green/brown are most effective at mitigating the impact of some large buildings into this sensitive landscape. Discussions are ongoing and Members will be updated at the meeting.

As submitted the scheme is not considered acceptable in relation to the extent of planting on the eastern and northern boundary of the site. The space has been impacted by the proposed swales and it is apparent that the drainage strategy will need to be amended to address this issue. The applicants are to provide further information on how this can be addressed.

In addition, to the outline conditions set out below conditions are proposed in relation to a noise management plan and provision of the bunding to the south of the site.

Recommendation

It is recommended that subject to a revised landscaping plan complying with the approved Design Codes to secure the appropriate screening by groups of trees and an amended surface water drainage solution, planning permission be granted subject to the following conditions:

Subject to conditions:-

1. *Noise Management Plan* - Prior to the occupation of each unit hereby approved a noise management plan shall be submitted providing details of noise from industrial processes, hours of working, details of extraction and fixed plant and appropriate mitigation measures.
2. *Provision of Earth Bund* - Prior to the occupation of the commercial units hereby approved the earth bund shall be constructed to a height of 5 metres above existing ground levels and in accordance with precise details first

submitted to and approved in writing with the LPA.

Outline Planning Conditions

01. The development hereby permitted shall be carried out in accordance with the following approved plans unless specified otherwise in a subsequent condition imposed on this decision notice.
02. The development for which outline planning permission is hereby granted shall be commenced before the expiration of five years from the date of this permission or three years from approval of the last Reserved Matter, whichever is later.
03. The detailed design of the development proposed through Reserved Matters applications pursuant to the outline planning permission shall have regard to, and broadly accord with, the principles set out on the following parameter plans and supporting documents:
 - Drawing Number Description Date Received Plan No 10-001 Revision C
 - Application Boundary Plan May 2018 Plan No 10-106 Revision 6
 - Building Height Perimeter Plan May 2018
 - The Shoreham Airport Development Design Code September 2018.
04. Details of the Reserved Matters associated with the outline approval shall be submitted to the Local Planning Authority within five years from the date of this permission to include: (i) Scale (ii) Appearance (iii) Layout (iv) Landscaping Approval of all these Reserved Matters shall be obtained from the Local Planning Authority prior to the commencement of the development. Reason: To comply with section 91 the Town and Country Planning Act.
05. The reserved matters applications, submitted pursuant to Condition 3 above, shall be based upon and be in accordance with the general principles set out in the Design and Access Statement and the Design Code document dated September 2018 and the development shall not exceed the heights stated in the Building Heights Plan. Reason: To accord with the terms of the application and in the interests of visual amenity and the safe operation of the airport.
06. Prior to commencement of works to the Pumping Station, a drainage scheme detailing mitigation for freshwater overspill onto the SSSI shall be submitted to and agreed in writing by the Local Authority (in consultation with Natural England). The drainage scheme should demonstrate that the drainage scheme is capable of accommodating the volumes of water discharged under normal operating conditions (i.e. the discharge of x 1,500 l/sec) from the spillway when the pumping station is operational. If the drainage scheme cannot be proven to be effective, an additional area of saltmarsh habitat should be created to compensate for the 128m² saltmarsh habitat likely to be lost at the bottom of the spillway. This additional area will be a minimum of 128m². Creation, monitoring and remediation (and any other details) of this additional area will be undertaken in accordance with the Summary Mitigation Scheme prepared for the compensatory saltmarsh habitat. Thereafter the development shall be implemented in accordance with the approved scheme. Reason: In the interest of wildlife and biodiversity.

07. No development shall commence until full details of the existing and proposed land levels of the development in relation to Ordnance Datum and to surrounding properties have been submitted to and agreed in writing by the Local Planning Authority. Reason: In the interests of visual amenity, operational requirements of the airport and setting of the National Park and heritage assets. Ref: AWDM/1093/17
08. Prior to the commencement of the development, an Ecological Mitigation and Management Plan (EMMP) shall be submitted to and approved in writing by the Local Planning Authority. The EMMP shall incorporate the recommendations of Chapter 11 of the Environmental Statement dated June 2016 and its appendices, and Chapter 11 of the Further Information to the Environmental Statement dated December 2017 and its appendices. Reason: To accord with the terms of the application and to ensure that the development results in a net gain in biodiversity.
09. Piling or any other foundation designs using penetrative methods associated with the development for which planning permission has been granted shall not be permitted other than with the express written consent of the Local Planning Authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details. Reason: To protect groundwater from pollution.
10. No development shall take place 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 addressing (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. Reason: In the interests of road safety.
11. No development shall take place unless and until a scheme for the provision of foul and surface water drainage has been submitted to and approved in writing by the Local Planning Authority. This should broadly be in accordance with the Flood Risk Assessment and appendices dated June 2017 and addendum Flood Risk Assessment and appendices dated December 2017. Reason: To ensure that the site is adequately drained and does not cause flooding to adjoining land. Ref: AWDM/1093/17
12. No development above floor plate level shall take place until a schedule of materials has been submitted to and approved in writing by the Local Planning Authority. Thereafter the development shall be completed in accordance with the approved details. Reason: In the interest of visual amenity.
13. No development above floor plate level shall take place until a schedule of details of hard and soft landscaping has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved plans and all planting completed

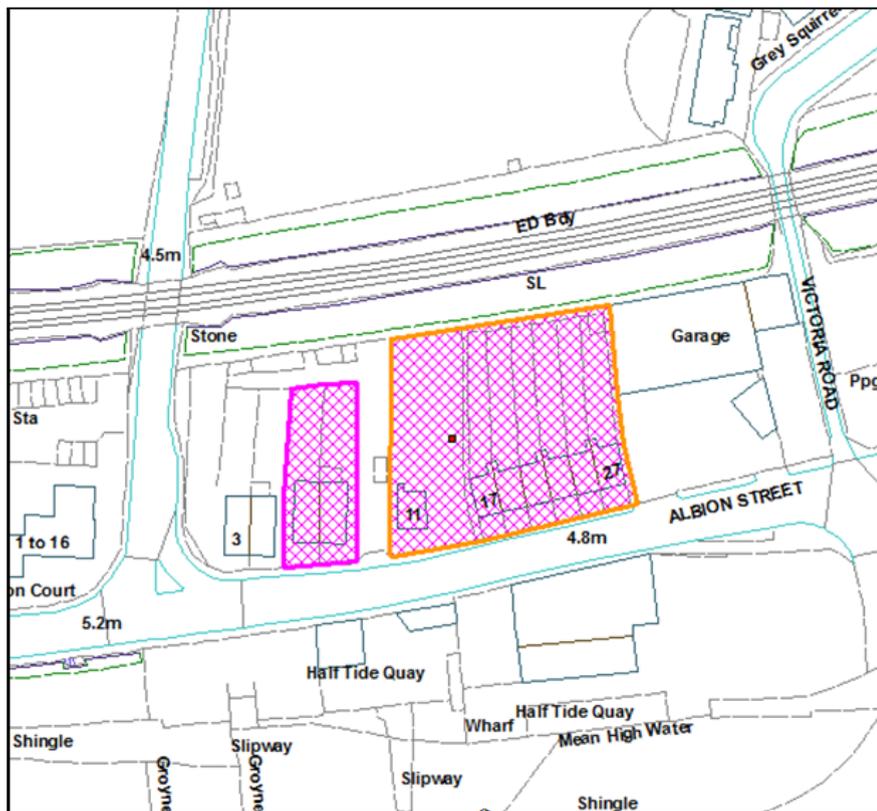
in the next planting season following the completion of the development.

Reason: In the interests of visual amenity.

14. No development above floor plate level shall take place until details of any means of enclosure or boundary treatments have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be implemented in accordance with the approved plans. Reason: In the interests of visual amenity.
15. Details of any external lighting on site shall be submitted to and approved in writing by the Local Planning Authority prior to installation of any lighting on site. This information shall include a layout plan with beam orientation and schedule of equipment proposed in the design (luminaire type, mounting height, aiming angles and luminaire profiles). The lighting shall be installed, maintained and operated in accordance with the approved details unless the Local Planning Authority gives its written consent. Reason: In the interests of visual amenity (setting of the National Park and potential operation of the airport) and in the interests of wildlife having regard to the sites location adjacent to a Site of Special Scientific Interest (SSSI).
16. The commercial floorspace hereby approved shall achieve a BREEAM "Very Good" standard as a minimum. Prior to commencement a BREEAM design stage assessment report shall be submitted to the Local Planning Authority confirming that this standard will be achieved. The required BREEAM assessment shall be prepared, and any proposed design changes approved by a licensed BREEAM assessor prior to commencement of the development. A post completion BREEAM report shall be submitted to the Local Planning Authority within 6 months of the substantial completion of the development hereby approved. Reason: To ensure sustainable development in accordance with adopted Local Plan policy. Ref: AWDM/1093/17
17. The commercial floorspace hereby approved shall not be occupied until the A27 access roundabout shown on drawing VN40408_PL-015-J has been completed to the satisfaction of Highways England and West Sussex County Council as local highway authority. Reason: In the interests of ensuring safe and suitable access to the public highway.
18. Prior to bringing any part of the floor space into use of the development hereby permitted in conjunction with Conditions 1 or 2, the shared footway improvements on the northern side of the A27 Old Shoreham Road and to the east of Coombes Road shall be provided in accordance with Vectos Drawing No. VD14260-SK0101 Rev C (GENERAL ARRANGEMENT OPTION A - 2.5m FOOTWAY/CYCLEWAY) and HED Drawing No. HED-1172-LA-601 Rev 01 (River Adur to Coombes Road NMU Link — Master Plan and Elevation) and opened for use by the public. Reason: In the interests of highway safety and to improve pedestrian and cycle access to and from the site.
19. No part of the development shall be first occupied until such time as the vehicular access has been constructed in accordance with the approved plans and details submitted to and approved in writing by the Local Planning Authority. Reason: To ensure that appropriate and safe access to the public highway is available.
20. The commercial floorspace hereby permitted shall not be occupied until the approved Pumping Station on the bank of the River Adur has been completed and brought into operation to the satisfaction of the Local Planning Authority. Reason: To accord with the terms of the application and to ensure that adequate surface water drainage is provided to avoid any flood risk.

21. No unit of commercial floorspace shall be occupied until the car parking and covered and secure cycle parking serving that unit have been provided in accordance with plans and details submitted to and approved by the Local Planning Authority. Reason: In the interests of ensuring appropriate parking and cycle facilities to accord with adopted Local Plan Policies.
22. No unit of commercial floorspace shall be occupied until a Travel Plan, which shall include modal shift targets and a programme of implementation, monitoring and review, has been submitted to and approved in writing by the Local Planning Authority. Thereafter, the occupation of the commercial unit shall be in accordance with the approved Travel Plan. Reason: In the interests of encouraging sustainable transport. Ref: AWDM/1093/17
23. The proposed footways/footpaths shall be constructed in such a manner as to ensure that each unit, before it is occupied or brought into use, shall be served by a properly consolidated and surfaced footway/footpath between the development and highway. Reason: To ensure the provision of adequate and safe facilities for pedestrians.
24. Prior to the first occupation of any unit, a suitable waste storage/collection area shall be provided in accordance with the approved plan/details that shall have been submitted to and approved by the Local Planning Authority, that allows for the convenient storage of waste and unrestricted access at all times. Reason: To control the development in detail and in the interests of visual amenity.
25. No development shall take place until plans showing provision for the loading and unloading of goods and an associated turning area have been submitted to and approved in writing by the Local Planning Authority. These shall be constructed to the satisfaction of the Local Planning Authority prior to the occupation or use of the development. Any provision shall thereafter be retained for such purposes. Reason: To ensure that adequate space is available within the site to avoid obstructing Cecil Pashley Way.
26. No more than 25,000 m² of commercial floorspace shall be provided within the site. Reason: To accord with the terms of the application and in the interests of visual amenity.
27. No goods, plant, machinery or materials shall be deposited or stored, or articles displayed, or processes undertaken, outside any building(s) on the site unless otherwise agreed in writing with the Local Planning Authority. Reason: In the interests of visual amenity.
28. Notwithstanding the Use Classes Order the industrial units hereby approved shall only be occupied as Use Class B1 (c), B2 and B8 and for no other Use Class unless otherwise approved in writing with the Local Planning Authority. Reason: To accord with the terms of the application and to restrict the level of traffic and activity generated by the development.

Application Number:	AWDM/1999/21	Recommendation - Approve
Site:	Land At Former Site Of 11 And 17 To 27 Albion Street, Southwick	
Proposal:	Demolition of 11-27 Albion Street and redevelopment to provide a total of 55 affordable flats within two blocks of 4-6 storeys in height and the refurbishment of 7-9 Albion Street, with 31 parking spaces. Application to vary condition 1 (Approved plans) of AWDM/0954/18 to remove windows and add aluminium panels on east elevation; adjust position of building to be further from eastern boundary; add lift overrun, smoke shaft and vents to roof; amend car parking layout; changes to internal layout with associated changes to fenestration; addition of brise soleil to west elevation	
Applicant:	Adur District Council	Ward: Southwick Green
Agent:	Liam Russell Architects Ltd	
Case Officer:	Peter Barnet	



Not to Scale

Background

At its meeting on the 5th November 2018 the Committee resolved to grant planning permission for the above development subject to a legal agreement seeking to secure affordable housing (30%) and development contributions towards cycle route improvements on the A259, education, libraries and fire and rescue. At the time, the development was proposing both market housing and 15 social rent apartments.

Subsequently, at its meeting on 5th August 2019, the Committee was advised that the Council intended to build out all 50 units as affordable housing. This has been possible following the Government's relaxation of the borrowing capital on Councils' Housing Revenue Account and the scope for funding from Homes England (HE). The previous development also involved a potential partnership with a private sector partner but this is not now being pursued. The applicant is now solely Adur District Council permission was resolved to be granted for the 50 affordable units, subject to completion of a s106 Agreement.

At the Committee meeting on 9 March 2020 the Committee was advised of an intention to increase the number of units to 55 in order to make the most efficient use of land. This was largely achieved through better use of the undercroft area and a reduction in the amount of land taken up by car parking as a result of the change to 100% affordable units. An extension was also proposed on the fifth floor where a previously proposed 3 bed flat was split into 2no. flats. Permission was granted and finally issued on 5 May 2020 following completion of the s106 Agreement.

At the meeting of 7th December 2020 permission was granted for a number of external changes following reconsideration of the build costs and overheating impact of large amounts of glazing on the front (southern) elevation (AWDM/1719/20).

Proposal, Site and Surroundings

The application relates to a recently demolished former terrace of 6 houses (17-27), a detached house (11) (also demolished) and a semi-detached pair of dwellings (7-9) on the north side of Albion Street close to its junction with Kingston Lane. The site is in two parcels divided by a strip of land the ownership of which is unknown. The site of Nos 11-27 is Council owned.

The site fronts Brighton Road, the A259, which is a busy main arterial route into Shoreham from the east. Within the vicinity of the application site Brighton Road has a mixed character. There is a three storey block of flats to the west (Jevington Court), on the opposite side of Kingston Lane, with two storey dwellings beyond. To the immediate west is 3 and 5 Albion Street, a semi-detached pair of two storey dwellings with rooms in the roof. To the east characterised by industrial sheds, areas of open storage, large retail units to the east is Montgomery Motors, a car repair premises within single storey industrial buildings with an open forecourt. The lorry park and Grange Industrial Estate are further east.

The site fronts Shoreham Harbour with a Jetski/watersports hire business on the southside of the road. Dudmans Yard sits opposite 17-27 Albion Street. The site is

bounded to the north by the railway embankment with Sussex Croquet Club on the other side of the railway line, within the Conservation Area.

The original Committee report described the proposal as follows:

“The proposal utilises a bold design which is very different from the scale, form and layout of existing development in the area. The buildings are in two blocks, the westernmost being the affordable housing and the eastern block containing the private units. The design and palette of materials is consistent across both buildings however in order to create an integrated design across the site and to avoid a lowering of standards between the private and affordable units.

The buildings are generally five storeys high with a six storey element set back from the frontage before stepping down to five storeys at either end. The fifth storey is also set back from the edge of the building at the western end and more so at the eastern end.

The design of the building includes framing elements projecting from the building which surround windows, balconies and terraces and are a sculptural feature, framing views of the sea from within the building as well as giving it a strong character.

The proposed materials comprise grey brick with a contrasting lighter brick, particularly on sections of the side elevations to break up the mass of the building. The balconies are to have a copper patina and weathered copper finish. PV panels and a sedum roof are proposed for the flat roofed areas. The front elevation will contain large areas of glazing with the side elevations broken up with window openings. These openings are to be angled to prevent overlooking and will have coloured side screens to add further interest.”

Development is underway on site and this application proposes a number of additional external changes. First, there has been clarification on the ownership of the strip of land which runs north to south on the eastern part of the site which has established the boundary line between the site and the neighbouring business, Montgomery Motors. As a result the window arrangement on the east elevation of the development from ground to third floor has been amended to avoid any overhanging of the boundary. The aluminium clad protruding bay windows have been removed and replaced with coloured aluminium panels to reflect the previous design feature associated with the windows. The building has also been rotated marginally and there are minor changes to the internal layouts of four flats.

Lift overruns have been added to the top floor which rise above the top of the roof in two locations and the roof has been amended to remove the green roof from the top floor only and to reposition the solar panels. A smoke shaft and additional smoke vents have also been added to the roof. Other changes include moving the parking bay situated to the front, below building 1 to the rear of building 2. Also, 7no. electric vehicle charging spaces have been provided (up from 3). Finally, a brise soleil has been added to the west elevation at fifth floor level to prevent overheating to the flat.

Consultations

West Sussex County Council: No objection from a transport/highways aspect

West Sussex Fire and Rescue: Evidence will be required to show that all parts of all flats are within 45 metres of a fire appliance in accordance with Approved Document B Volume 1 2019 Edition B5 section 13. This distance is to be measured along the hose laying route and not in a direct line / arc measurement as this can rarely be achieved. Any areas not within the 45 metre distance will need to be mitigated by the installation of domestic sprinkler or water mist system complying with BS9251 or BS4854 standards.

Local Lead Flood Authority: No comments

Adur & Worthing Councils: The **Environmental Health** (Private Sector Housing) officer has made no comment. **Public Health** has no objection.

The **Engineer** has no comments

Southern Water: No objection

National Highways: No objection

Representations

None received

Relevant Planning Policies and Guidance

Adur Local Plan 2017 policies 2, 3, 8, 11, 15, 18, 20, 21, 22, 28, 29, 30, 31, 34, 35, 36

'Supplementary Planning Guidance' comprising: Development Management Standard No.1 'Space Around New Dwellings and Flats'; No.2 'Extensions and Alterations to Dwellings'

Sustainable Energy SPD (August 2019)

Adur Planning and Climate Change Checklist (June 2021)

Planning Contributions for Infrastructure Provision (ADC 2013)

Shoreham Harbour Joint Area Action Plan 2019 Policies CA6, SH1, SH4, SH5, SH6, SH7, SH8, SH9

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

National Planning Policy Framework (July 2021)

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

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

As a brownfield site, being located within the built up area boundary Policy 2 of the Local Plan states that development will be permitted subject to compliance with other policies in the development plan.

Permission has already been granted for 55 flats and the principle of the development has been established therefore. The only consideration is the impact of the external changes on the overall design, form and appearance of the development.

Design, Form, Appearance and Density

The amendments are material, in that they alter the appearance of the proposed building, but they are not considered to compromise the overall character and design of the scheme. The minor adjustment to the siting of the building has little material impact on the overall development. The proximity to the boundary with the adjoining site to the east has also necessitated the removal of the projecting bay window features on the eastern elevation, and their replacement with flat, coloured aluminium panels. It is considered that, while lacking the profile of the former bays, the panels do help to break up the expanse of wall and to add interest to the elevation. The projecting bay windows are retained on the side of the building further to the rear where it is further from the eastern boundary.

The addition of the lift overruns and smoke shafts do result in extra features at roof level which do project above the top of the flat roof. These additions will be visible but they are set back from the front of the building and are relatively small features which will not have a significant visual impact or affect the overall design and appearance of the building.

Finally, the alterations to the parking layout improve access to the development and keeps all parking at the rear of the building. The additional EV charging spaces are welcomed and the car club space is retained. Overall, the changes are considered to be acceptable as they will preserve the character and the original design concept of the building and continue to result in a striking development providing much needed affordable housing in the area.

Recommendation

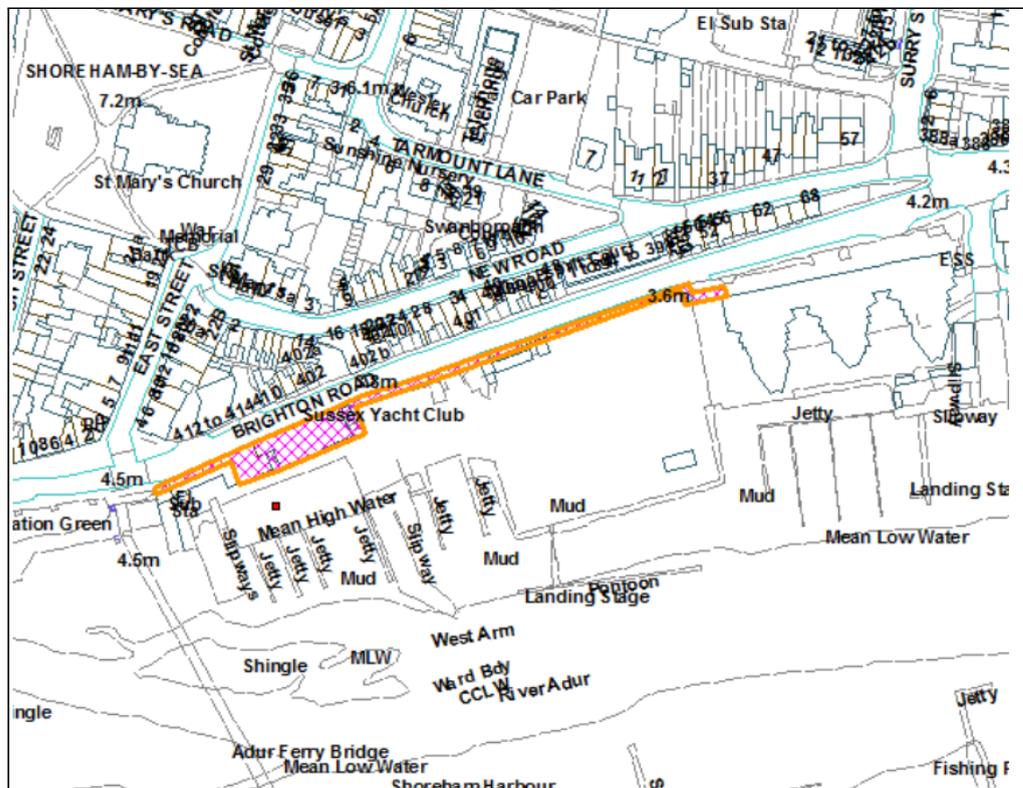
The original permission was subject to the completion of a section 106 obligation which has subsequently been subject of a Deed of Variation to cover the previous s73 amendment application. A further Deed of Variation is not required in this case as the wording of the previous DoV covered any future applications for amendments and ensures that the obligation remains to pay a contribution of £72,250 to be spent on cycle route improvements on the A259 in accordance with the Shoreham Harbour Transport Strategy (2016-2031) and the dedication of highway land for future cycle route provision.

Therefore, the Committee is recommended to **Approve** the development subject to the following conditions:

1. Approved Plans
2. Standard 3 year time limit
3. Noise protection, including MVHR and means to reduce overheating
4. Sound testing between floors
5. Working hours
6. To be carried out in accordance with Construction Method Statement as previously approved
7. To be carried out in accordance with contaminated land remediation strategy previously approved
8. Fencing and walls
9. Landscaping and tree protection
10. Development should not commence until finalised detailed foul and surface water drainage designs and calculations for the site, based on sustainable drainage principles, for the development have been submitted to and approved in writing by the Local Planning Authority. The drainage designs should demonstrate that the surface water runoff generated up to and including the 1 in 100 year, plus climate change, critical storm will not exceed the run-off from the current site following the corresponding rainfall event.
11. Development shall not commence until full details of the maintenance and management of the SUDs system is set out in a site-specific maintenance manual and submitted to, and approved in writing, by the Local Planning Authority. The scheme shall subsequently be implemented in accordance with the approved designs.
12. The use hereby permitted shall not be carried on unless and until details of all operational phase air quality mitigation measures have been submitted to and approved in writing by the Local Planning Authority. The mitigation shall be equal to a value of £15,889.20 as identified in the emissions mitigation assessment contained within Chapter 8 of the Air Quality Assessment dated August 2018 and provided as part of the application.
13. The use hereby permitted shall not be carried on unless and until an air quality impact assessment of the proposed centralised energy facility has been submitted to and approved in writing by the Local Planning Authority. All boilers and/or CHP plant installed on site shall have a NO_x emission rate of less than 40 mg/kWh of dry NO_x (at 0% O₂).
14. Samples and schedule of materials.
15. Strip of land to be reserved as highway for provision of future cycleway

16. 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.
17. Cycle parking
18. Vehicular access
19. No part of the development shall be first occupied until a Travel Plan has been submitted to and approved in writing by the Local Planning Authority. The Travel Plan once approved shall thereafter be implemented as specified within the approved document. The Travel Plan shall be completed in accordance with the latest guidance and good practice documentation as published by the Department for Transport or as advised by the Highway Authority.
20. Water consumption
21. Refuse storage
22. All dwellings hereby approved shall be occupied at all times as affordable rented homes as defined by the NPPF.
23. Archaeological written scheme of investigation

Application Number:	AWDM/2096/21	Recommendation - Approve
Site:	Sussex Yacht Club, 85 - 89 Brighton Road, Shoreham-By-Sea	
Proposal:	Construction of flood defence wall and flood gate across former Tarmount Hard, provision of pedestrian and cycle path and public realm improvements following demolition of yacht club (subject of separate application). Variation of conditions 3, 6, 7, 8 and 9 of approved AWDM/1695/18; wording to conditions to be changed from 'prior to commencement' to 'Prior to the construction of any part of the flood defence installations (other than percolation tests and enabling substructure installations (excluding drainage) for the flood defence wall)'	
Applicant:	Adur District Council	Ward: St Mary's
Agent:	Mr Alex Hall, Robinson Low Francis	
Case Officer:	Peter Barnett	



Not to Scale

Proposal, Site and Surroundings

The application site occupies a site with a frontage of approximately 235m on the south side of Brighton Road and to the east of the Adur Ferry Bridge. It lies within the Shoreham Conservation Area. To the east is Mariner Point, a recent mixed residential/commercial development. Opposite the site to the north there are residential properties in New Road and Brighton Road, a petrol filling station and a mix of commercial and residential properties in East Street.

The site comprises predominantly the frontage of the Sussex Yacht Club but also includes the former Tarmount Hard to the east, which lies between the yacht club and Mariner Point and which has been infilled to form a new stepped quay.

Permission was granted in March 2019 for the construction of a new flood wall and foot/cycle path along the site frontage (AWDM/1695/18). The proposal forms part of the wider flood defence works in Shoreham and is the last remaining section which is not addressed by either the development of 79-81 Brighton Road (Mariner Point) to the east or by the Environment Agency Tidal Walls project. The application is linked to a separate planning permission for the demolition and redevelopment of the Sussex Yacht Clubhouse (AWDM/0709/18). That development has now been completed.

The proposed flood wall will be 1.5m high with metal railings above to an overall height of 2m. The wall itself will be of concrete construction with facing brickwork, a weathered coping stone on top and flint panelling either side of the proposed new vehicular access into the yacht club, which is to be repositioned further west. The access is to be secured in a flood event by sliding steel gates of 1.5m height and 12m width overall. The flood wall will reduce in height at its western end as it adjoins higher ground close to the Ferry Bridge.

A second flood gate is proposed at the eastern end, in front of the former Tarmount Hard. At that point the wall will return to run southwards along the eastern boundary of the yacht club. The proposed flood gate will secure the former Hard area and tie in with the flood defence works which will secure the new development at 79-81 Brighton Road.

The proposal will also enable the provision of a new shared footpath and cycleway along Brighton Road as part of a wider proposal for a segregated cycle route along the A259 from Shoreham to Brighton.

The permission issued in 2019 was subject to several pre-commencement conditions which the Council is not in a position to be able to discharge at the present time and, consequently, work on site is unable to commence before the expiry of the permission. In order to avoid the permission lapsing, this application seeks to vary the wording of the conditions to enable preliminary work to commence (such as percolation testing and digging of trenches). This would then constitute commencement of the development within the 3 year time limit, with details reserved by condition to be submitted for approval prior to construction of the flood defence wall itself.

Relevant Planning History

AWDM/1695/18 - Construction of flood defence wall, and flood gate across former Tarmount Hard, provision of pedestrian and cycle path and public realm improvements following demolition of yacht club (subject of separate application).

AWDM/0709/18 - Demolition of existing clubhouse for Sussex Yacht Club and reconfiguration of site including the erection of new clubhouse on south-east part of site with car park to north-east part of site and boatyard and workshops/stores on west part of site. Realignment of vehicular access, new pedestrian entrance from west and associated landscaping and external works.

AWDM/0784/14 - Infilling of Tarmount Hard to form new stepped quay wall at southern end with pedestrian access and new fencing up to a maximum height of 2.2m.

Consultations

West Sussex County Council: No objection from a transport/highways aspect

Local Lead Flood Authority (LLFA): Clarification is sought on the rationale and meaning for this change together with details of any proposed demolition and enabling works which the applicant wishes to undertake, prior to discharging these conditions.

Response from applicant: ADC is seeking to undertake the demolition of the old Sussex Yacht Club buildings which are positioned over the planned flood defence wall to enable further ground investigation and percolation testing below the buildings. Further testing is required to inform the design for the flood defence solution and enable management of groundwater levels. Without demolition being completed this testing is unable to take place and the flood defence for Shoreham is unable to be constructed.

We consider that the proposed variation of the conditions will still retain the pre-requisite approvals, and intent of the original planning conditions, but will allow these essential works to progress.

LLFA have made no further comments.

Adur & Worthing Councils: Technical Services: Please can the applicant provide details of the proposed demolition and enabling works which they would like to undertake prior to discharging these conditions.

Environment Agency: No comments received but previously had no objection to the height of the wall or method of flood defence.

Adur District Conservation Advisory Group: Approve

Representations

None received

Relevant Planning Policies and Guidance

Adur Local Plan 2017 Policies 2, 8, 11, 15, 17, 28, 29, 30, 31, 34, 35, 36
Shoreham Harbour Joint Area Action Plan (JAAP) CA7, SH1, SH5, SH6, SH7, SH8, SH9
Shoreham-by-Sea Conservation Area Character Appraisal & Management Strategy (ADC 2008)
'A Strategy for Shoreham Renaissance' (ADC 2006)
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. 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.

Section 73A and also Section 72 Planning (Listed Building & Conservation Areas) Act 1990 which require the Local Planning Authority (LPA) to pay special attention to the desirability of preserving or enhancing the appearance of the Conservation Area.

Planning Assessment

Principle

There is no objection in principle to the construction of the flood wall as it will significantly reduce flood risk to homes and businesses in the locality as well as facilitating a new footpath and cycleway on the south side of the A259. Permission was granted in 2019 and is still extant. The carrying out of preliminary work prior to the submission of final details is considered to be acceptable in the circumstances. There have been delays in the implementation of this project due to COVID and the time limit for implementation has almost expired. Minor investigatory works and substructures will not have a significant impact and can be carried out while final details of design, drainage and construction management are agreed and submitted for approval.

For clarity, the main considerations of the proposed flood defence, previously considered under AWDM/1695/18 are repeated below.

Visual amenity and impact on the Conservation Area

The proposed wall is considered to have an acceptable design which will be sympathetic to its location within the Conservation Area. The old yacht club has been demolished and the frontage cleared but it previously had a mixed boundary treatment on the road frontage comprising mainly curved top panel fencing at the eastern end and a low brick wall, sections of which are topped with picket fencing, along the majority of the frontage. The clubhouse itself formed the boundary at the western end.

The Heritage Statement submitted the previous application stated that:

“whilst there is a loss of historic plan form, its replacement with a lower level wall, with open railings above would provide greater visibility between the public realm and yacht club site. Additionally, the replacement yacht club building would be of a high quality and provides a focal point within the site, when viewed from key viewpoints within the locality.”

The flood gates are not particularly sympathetic in appearance but they will generally be hidden behind the flood wall and only slid into position in a flood event. Their visual impact should not be significant in the long term therefore.

The proposal, together with the re-siting of the clubhouse, is therefore considered to result in a more open and uniform appearance to the visual benefit of the street scene and to the quality, character and appearance of the Conservation Area.

Accessibility and parking

The proposed wall will incorporate a new vehicular access into the site which reflects the details submitted with the clubhouse application (AWDM/0709/18).

The existing vehicular access also accesses a right of way known as ‘Stowes Gap Hard’ within the yacht club site. This will need to be formally extinguished and the highway rights of the land within the site will need to be stopped up. This is a separate legal mechanism outside of the current application.

The proposal will facilitate the provision of a shared cycleway and footpath alongside Brighton Road. There is a policy and design standard for the cycle facility along the A259 and the redevelopment of the yacht club and new flood defence wall will not affect the delivery of the cycle facility.

Flood risk

The proposal seeks to prevent flood risk to a significant number of homes and businesses within the locality. However, any development that impacts upon existing flood routes and the capacity of such flood routes must ensure that it would not give rise to flood risk elsewhere. The previously submitted FRA confirms that the flood wall is to be constructed to a design level of 5.40m AOD which will mitigate the risk from tidal flooding from the 1 in 200 year flood event for the lifetime of the development.

The flood wall will link with the flood defence wall to be constructed around the new development at 79-81 Brighton Road to the east and will improve flood defences for this stretch of Brighton Road without increasing the risk elsewhere.

There was previously no objection from the Environment Agency to the height of the wall or method of flood defence.

The flood gates are to be the responsibility of Adur District Council who will maintain and operate them; however, discussions with the Yacht Club are ongoing and a separate agreement on the management of the gates in the future by the Club would be sensible given their on-site presence.

Discussions were ongoing with the Council's Engineer about the surface water pollution control measures at the time of writing the report and any further comments from the Engineer will be provided at the meeting

Residential amenity

The proposal is not considered to have an adverse impact on the amenity of those dwellings which face the site across Brighton Road. The relocation of the clubhouse and improved flood defences are considered to be significant benefits.

Ecology and biodiversity

The wall and its foundations are to be constructed in an area above the level of the high water spring tide and therefore will not be on any former intertidal habitat.

Recommendation

Approve

Subject to conditions:-

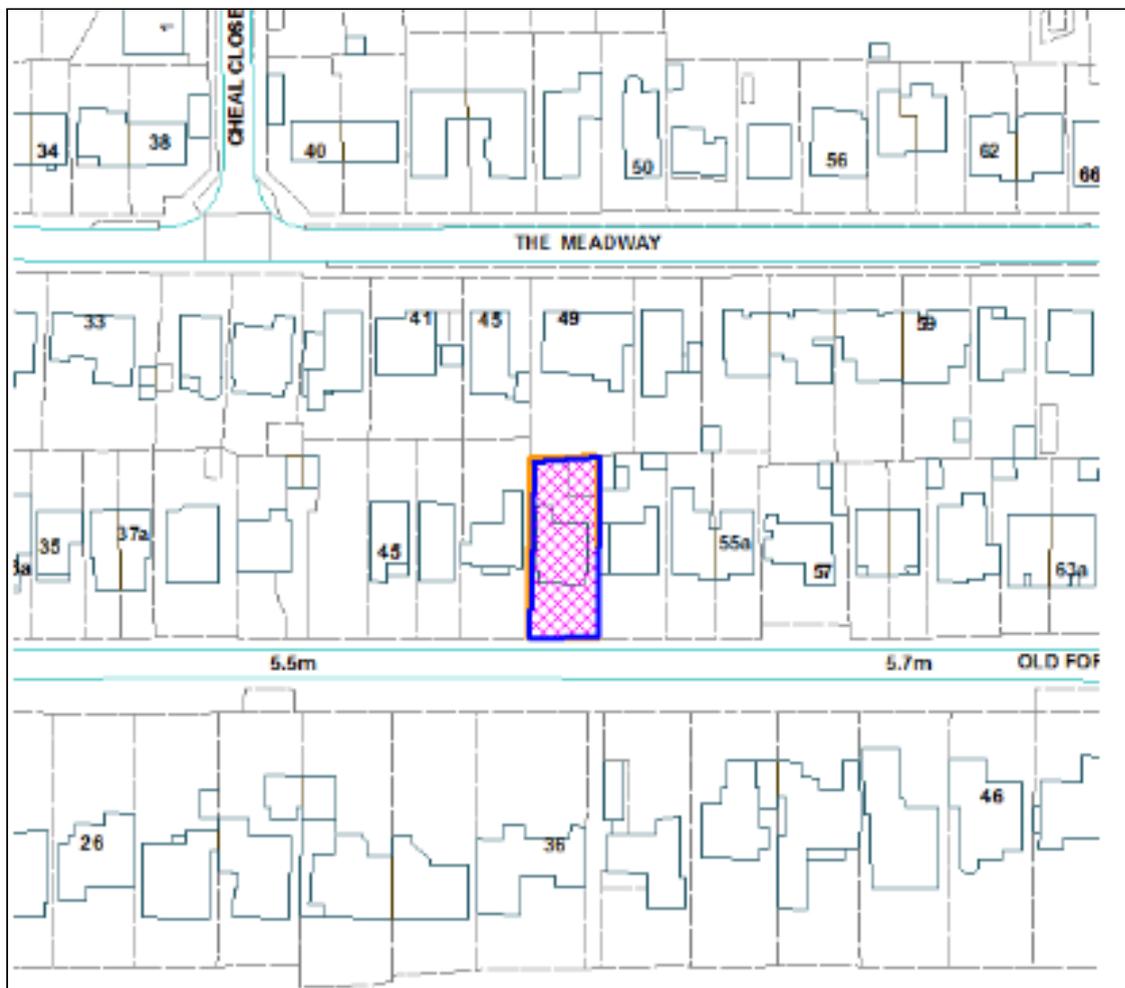
1. Approved Plans.
2. The development hereby permitted shall be begun before 7 March 2022, being 3 years from the date of the original permission AWDM/1695/18.
3. Prior to the construction of any part of the flood defence installations (other than percolation tests and enabling substructure installations (excluding drainage) for the flood defence wall) a schedule and samples of materials and finishes to be used for the wall shall be submitted to and approved in writing by the Local Planning Authority and the development shall be completed in accordance with the approved schedule. Prior to the commencement of the flint panels a sample of flintwork indicating the colour, texture and pointing style of the mortar, shall be constructed on the site and inspected and approved in writing by the Local Planning Authority. Thereafter, the wall shall be constructed in accordance with the agreed sample panel which shall be retained on site until the development has been completed.

4. Vehicular access serving the yacht club shall be constructed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority. Visibility splays of 2.4 metres by 43 metres shall be provided at the vehicular access onto Brighton Road in accordance with the approved planning drawings. Once provided, the splays shall thereafter be maintained and kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level or as otherwise agreed.
5. The existing vehicular access serving the yacht club onto Brighton Road shall be physically closed in accordance with plans and details submitted to and approved in writing by the Local Planning Authority.
6. Prior to the construction of any part of the flood defence installations (other than percolation tests and enabling substructure installations (excluding drainage) for the flood defence wall) a Construction Management Plan shall be 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.
7. The existing public rights of way to Stowes Gap Hard shall remain undisturbed unless and until legally stopped up or diverted prior to construction of the flood defence wall hereby permitted. The alignment of the public right of way shall be protected by being clearly demarcated, signed and fenced, as may be approved by the Local Planning Authority, throughout the course of the development.
8. Prior to the construction of any part of the flood defence installations (other than percolation tests and enabling substructure installations (excluding drainage) for the flood defence wall), details of the future ownership, maintenance, operation and management of the floodgates shall be submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

9. Prior to the construction of any part of the flood defence installations (other than percolation tests and enabling substructure installations (excluding drainage) for the flood defence wall) precise details of surface water pollution control measures shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

10. Prior to the construction of any part of the flood defence installations (other than percolation tests and enabling substructure installations (excluding drainage) for the flood defence wall) plans and details of the pedestrian entrance gates to serve the yacht club shall be submitted to and approved by the Local Planning Authority. The gates shall be installed in accordance with the approved plans within one month of the completion of the flood defence wall

Application Number:	AWDM/2007/21	Recommendation - REFUSE
Site:	51 Old Fort Road, Shoreham-By-Sea, West Sussex	
Proposal:	Demolition of existing chalet bungalow and construction of a pair of semi detached 3 storey, 3 bedroom houses (including lower ground floor below existing ground level)	
Applicant:	Mrs Brenda Collins	Ward: Marine Adur
Agent:	James Breckell	
Case Officer:	Hannah Barker	



Not to Scale

Reproduced from OS Mapping with the permission of HMSO © Crown Copyright Licence number LA100024321

Proposal, Site and Surroundings

The application relates to a detached bungalow on the north side of Old Fort Road. A hipped roof modest property with rooms in the roof, a front and rear single storey flat roof extension, side dormers and there is an outbuilding in the rear garden. It is finished in render with a tiled roof. There is a driveway to the front and amenity space to the rear consistent with the adjacent properties. There are bungalows directly adjacent with chalet bungalow style properties and two and three storey buildings within the vicinity of the site.

The site is approximately 12.7 metres wide and 33.2 metres in depth. Consent is sought to demolish the existing bungalow and to erect a pair of semi detached properties at the site. Each property is to have three bedrooms and a lower ground floor, basement is proposed on both the properties to provide additional accommodation.

The plans show the lower ground floor as a flexible room with utility and W.C. The ground floor has a kitchen, living room and W.C and there are three bedrooms on the first floor with an ensuite and bathroom.

The building although three storey appears two storey from the street with the basement below the front section of the building. The roof is a shallow pitch. A Juliette balcony is proposed to the front at first floor. The rear has slightly lower eaves than the front with a cantilever design to the rear at first floor with set in from the side boundaries. The building footprint is 13.5 metres in depth and 10 metres wide. Car parking is provided for two cars for each property.

Light brown brickwork is proposed at ground level with weatherboarding at first floor in a mid to dark brown and light grey zinc roof is proposed with dark grey fenestration.

Amended plans have been received from the applicant's agent following consideration of representations and consultation responses. These plans show the dwellings reduced in height from 7.7 metres to 6.9 metres overall. Still remaining higher than its adjacent neighbours however an improvement to the height increase here. The revised plans show a disabled access ramp with a gradient of 1:15. In a covering letter submitted by the agent clarification is given as to the lower ground floor construction. A below ground tanking structure will be built, not pile foundations.

The agent's letter also refers to changes including the removal of the air source heat pump and replacement with a conventional boiler. An FRA is submitted and further supporting evidence is submitted to illustrate how the design is broadly similar in height and footprint to other similar planning approvals along Old Fort Road.

Officer's advice was that the scale and mass of the development needed to be reduced further to provide a less prominent and bulky development more in keeping with the scale of those adjacent buildings. Which could then be supported whilst allowing for the pair of semi detached dwellings. The applicant's agent requested that the application be determined as already amended.

The site is within Flood Zone 3, the applicant's agent has submitted a Flood Risk Assessment with the application. The formal consultations response from the Environment Agency is set out below.

Consultations

West Sussex County Council: The Highway Authority comments: -

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

If the LPA are minded to approve the application, the following conditions and informative should be applied:

Conditions

Access (Access to be provided prior to first occupation)

No part of the development shall be first occupied until such time as the vehicular access serving the development has been constructed in accordance with the details shown on the drawing titled Proposed Site Plan and numbered 04A.

Reason: In the interests of road safety.

Car parking space (details approved)

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

Cycle parking

No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with the approved plan.

Reason: To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.

Electric Vehicle Charging Spaces

No part of the development shall be first occupied until the electric vehicle charging space(s) have been provided in accordance with the approved plan.

Reason: To provide sustainable travel options in accordance with current sustainable transport policies.

Informatives

Vehicle Crossover – Minor Highway Works

The applicant is advised that in addition to obtaining planning permission that they must also obtain formal approval from the highway authority to carry out the site access works on the public highway. The granting of planning permission does not guarantee that a vehicle crossover licence shall be granted. Additional information

about the licence application process can be found at the following web page:
<https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/>

Online applications can be made at the link below, alternatively please call 01243 642105.

<https://www.westsussex.gov.uk/roads-and-travel/highway-licences/dropped-kerbs-or-crossovers-for-driveways-licence/vehicle-crossover-dropped-kerb-construction-application-form/>

Lamp Column Relocation

The applicant is advised to contact the operator of the street lighting pole to organise the moving/relocation works.

Adur & Worthing Councils: The **Environmental Health** officer - Private Sector Housing states -

No objections in principle but the proposed layout shows that the first floor bedrooms are only accessed through a hallway that is open to both the lounge and the kitchen rendering them inner rooms for the purposes of fire safety. The PSH team does not accept fire escape windows at first floor or above under the Housing Act 2004.

The risk can be mitigated by installing doors between both the lounge and the kitchen and the hallway.

Public Health: - Recommend that the Construction Management Plan condition and Demolition Notice Informative be added to any permission granted.

The **Engineer** advises on the original submission: -

Flood risk- The application is within flood zone 3, the site is also not shown as being at risk from surface water flooding. A flood risk assessment has been submitted which proposes raising ground floor levels. Sleeping accommodation must not be provided below the predicted flood level.

Surface water - the FRA indicates that it is proposed to route surface water to the sea. It is unclear how this will be achieved. There are no public surface water sewers nearby, surface water must not discharge to the foul sewer. Infiltration must be fully investigated. The applicant should provide a drainage constraints plan which identifies how much space is available for infiltration within the proposed site layout. This should account for the fact that infiltration must be located 5m away from buildings and highways and 2.5m from property boundaries. If this information is not provided prior to determination it is likely that the layout will unduly bias the design of surface water drainage and could result in flooding being increased elsewhere.

We therefore wish to raise a holding objection.

Following the amended plans: -

Surface water - the FRA indicates that it is proposed to route surface water to the sea via a shingle bed. The layouts provided indicate that surface water drainage is to drain 2.5m away from buildings. This is contrary to requirements.

Once again, we ask that the applicant provide a drainage constraints plan which identifies how much space is available for infiltration within the proposed site layout. This should account for the fact that infiltration must be located 5m away from buildings and highways and 2.5m from property boundaries. If this information is not provided prior to determination it is likely that the layout will unduly bias the design of surface water drainage and could result in flooding being increased elsewhere.

Our holding objection is maintained.

Environment Agency: - Original submission

Environment Agency position

In the absence of an acceptable Flood Risk Assessment (FRA) we object to this application and recommend that planning permission is refused.

Reasons

The submitted FRA does not comply with the requirements for site-specific flood risk assessments, as set out in paragraphs 30 to 32 of the Flood Risk and Coastal Change section of the Planning Practice Guidance. The FRA does not therefore adequately assess the flood risks posed by the development. In particular, the FRA states that the 'flexible room' on the lower ground floor may be used as sleeping accommodation.

Overcoming our objection

To overcome our objection, the Applicant should submit a revised FRA and amended plans which addresses the point highlighted above. If this cannot be achieved, we are likely to maintain our objection.

We would recommend that sleeping accommodation is placed at least 300mm above the modelled flood levels (0.5% plus climate change allowances 2125), reducing the risk to occupants for the lifetime of the development.

Please re-consult us on any revised FRA submitted and we will respond within 21 days of receiving it.

Following the amended plans: -

Environment Agency position

We are satisfied that our previous objection to the proposal (as per our letter dated 25 November 2021, our ref: HA/2021/123725/01) can be removed, provided that the following condition be attached to any planning permission granted, and that the details in relation to the condition be submitted and approved by the Local Planning Authority.

Condition

The development shall be carried out in accordance with the submitted Flood Risk Assessment (ref: 11726, Second issue dated 8 December 2021, by GTA Civils & Transport Ltd) and the following mitigation measures it details:

- Finished floor levels for the ground floor shall be set no lower than 6.15 metres above Ordnance Datum (AOD) (Section 3.2 of the Flood Risk Assessment).
- The room on the lower ground floor (labelled as a 'flexible room' on drawing no 058 Rev A at Appendix C of the Flood Risk Assessment) shall not be used for habitable uses and/or for sleeping accommodation.

These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements.

The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reasons

To reduce the risk of flooding to the proposed development and future occupants.

The condition is in line with the Planning Practice Guidance (PPG) to the National Planning Policy Framework (NPPF) for Flood Risk and Coastal Change.

Note: The non-habitable use of the flexible room is confirmed in the submitted letter dated 7 December 2021 from James Breckell Architects.

Please notify us immediately if you are unable to apply our suggested condition to allow further consideration and advice.

Southern Water Services: Standard advice with conditions and informatives recommended.

Representations

Original submission

3 representations have been received objecting to the proposed development from the owner/occupiers of nos. 45 and 49 The Meadway and 49 Old Fort Road making the following comments.

- Properties must be in keeping with those adjacent
- Noise, asbestos
- Disturbance as working from home
- Dominant large dwelling.
- Flood risk
- Subsidence
- Huge, overbearing three storey 4 bedroom houses

- Inappropriate for the locality
- Overly high properties
- Non habitable rooms will be used as bedrooms
- Low level projections used as footprint for new buildings
- overdevelopment with space standards exceeded
- Basement development with multiple floors
- Concerns for huge excavation for a basement
- Disruption through digging/excavation
- Sets a precedent for overdevelopment
- In breach of covenant
- Taller and deeper than the existing property
- Dominate living space to the rear
- Overbearing, loss of privacy
- Impact upon garden, wildlife and trees
- Noise from gardens
- Substandard garden size/depth
- 28 metres should be between buildings.
- Noise from heat pumps
- Remove P.D
- Contrary to ALP Policy
- Diversity of architecture on Shoreham Beach lost
- Other refused developments and appeals to compare
- Not compliant with Document M
- Overpopulating the site
- Gravel on the highway and blocking drains
- Impact of construction
- Need to protect trees
- Inconsistent details in submission
- Existing property not run down and uninhabitable as portrayed
- Conflict of interest Cllr Collins
- Limited plots size
- Neighbouring property railway carriage house over 100 years old should be protected.
- Drainage system not fit for works

3 representations of support have been made from the owner/occupiers of nos. 53, 25a, 44 and 55 Old Fort Road.

Amended Plans

3 representations have been received from the owner/occupiers of nos. 49 Old Fort Road, 49 and 45 The Meadway objecting making the following comments

- Many inconsistencies with the architect's statement
- The height has been reduced by digging into the shingle beach and few other issues have been addressed.
- Other two for 1 applications have been rejected/reduced
- Reducing design standards and pressure to develop the beach
- Overbearing and inappropriate scheme
- Use of existing footprint to justify scale.

- High building to compensate for small site.
- Basement room is habitable
- High boxy development overbearing height and massing
- Object to two storey portion to rear.
- Loss of privacy, overlooking and noise.
- Footprint and scale forward of the building line
- Garden space and distances does not meet standards.
- Loss of amenity value
- Ramp shown and referred to incorrectly.
- Accessibility poor.
- Needs to be Part M compliant.
- Concerned regarding tanking
- Taking a property and demolishing it is not sustainable.
- Excavation of the site is of concern
- Loss of on street parking spaces
- increased kerb width and moving of lamppost
- Gravel from parking area spilling onto the highway
- Overdevelopment
- Comparison with other development on wider plots
- Out of keeping
- Other refusals for similar size development on Old Fort Road
- Site too narrow
- Overlooking

1 representation has been submitted from the owner/occupier of no 27A Old Fort Road making the following comments in support and recommending conditions, highlighting concerns: -

- The house is designed by a local architect who is personally invested in improving the area for residents. It is likely to enhance the street scene.
- The design complies with BRE guidance for sunlight affecting neighbours in The Meadway
- The pitched roof complements the bungalow town character of the area.
- car parking spaces on site
- EV charging points should be provided.
- Cycle storage
- Area for refuse and recycling.
- The property is more modest than properties on the opposite side of Old Fort Road.
- Energy efficiency will be improved.
- Drainage issues need to be addressed.
- Acoustic matting required for heat pumps
- Asbestos survey must be conducted
- Must meet WSCC Highways conditions.
- The design of the building must be sympathetic and proportionate.
- Excavation - noise and dust process needs to be managed to protect foundations.
- Efforts should be made to preserve the trees to the rear of the property.

Relevant Planning Policies and Guidance

Adur Local Plan 2017 Policy 15, 21, 37

'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)

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

National Planning Policy Framework (July 2021)

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

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 replacing the existing dwelling located within the built up area with two semi detached properties. This can be supported in principle. The relevant issues here are the effects on the amenities of neighbouring residential occupiers, design and the effect on the character and appearance of the area. Highway matters and Flood Risk.

Visual amenity and Street Scene

It is acknowledged that Old Fort Road and Shoreham Beach in general comprises an eclectic mix of property style, use of materials and design. The proposed design and use of materials can be supported in this case. The agent's Design and Access Statement states "*It is important to successful architecture on the beach to both be complimentary in form, shape and height and delightfully individual in use of materials, colour and texture.*" The design and individual style of development proposed is not considered unacceptable and there are no grounds for refusal based solely on the design grounds as the street comprises so much variation. The key consideration here is how the development fits in scale, height and mass in relation to adjacent dwellings and surrounding, existing development.

The scale of the semi detached buildings will give rise to an overly large development which projects forward of the buildings either side, adding bulk and scale which is not consistent with the character and appearance of the street scene.

The existing single storey front extension is low level and does not set a precedent for the enlarged bulk in this position to the property frontage. The proposed building at this forward position extends up to first floor level with a front Juliette balcony. Similarly the increased development to the rear at first floor level is beyond the rear elevation of the existing bungalow. Therefore giving rise to a deep building large in scale, in combination with its height, scale and mass give rise to a development which is inconsistent with the adjacent surrounding development. Despite the amended plans showing a slight decrease this does not fully address the concerns over massing. The building will appear overly cramped and therefore harmful to the street scene.

The building at two storey height in principle can be supported here, however, the majority of larger replacement dwellings have been of a more chalet style with lower eaves lines. Whilst the building line varies any front projections are generally single storey. In contrast the proposed dwellings project forward at two storey and would relate unsympathetically with adjoining properties and the street scene generally. A lower scale is considered appropriate and a more subservient form of development consistent with those adjacent and within the limitations of the site width. Whilst there is adequate separation to side boundaries (slightly over 1 metre) the scale and overall depth of the building is excessive for the size of plot available.

It is acknowledged that there are many other examples of redevelopment with two properties and this in principle can be supported, however in this case the development proposed is overly large for the site in question. The applicant's agent refers to many examples of two for one development on the beach and this is commonplace. Many of the sites, however, are wider than in this case. There are also other examples on the Beach where there have been refusals for two for one redevelopment schemes and where only a single dwelling has been permitted. These include 17 Old Fort Road AWDM/0284/13 Appeal dismissed and permission for a single dwelling and 39 Old Fort Road AWDM/0864/13 Appeal dismissed and permission for a single dwelling.

Residential Amenity - Proposed dwellings

The space standard requirements for the internal space at new dwellings are met and exceeded. The Design and Access Statement states that the garden areas are 66 sqm and 70 sqm this is under the required 85sqm required for a three bedroom semi detached property. It is argued that precedent has been set with other development granted consent which are under the required space. Also the proximity to the beach and public amenity space nearby for future occupiers. It is considered that on balance this deficit does not justify a reason for refusal here however subject to the reduction in scale of the development there is scope to reduce the footprint of the building and therefore increase the garden area provision for the dwellings to meet the required minimum standards.

The third storey, basement level development would not be of concern here subject to construction work being carried out in accordance with building regulations to avoid any subsidence and impact upon adjacent development. The additional floor space created does not give rise to over intensification of the site use and this 'flexible' space will provide additional living accommodation for the occupiers. This

cannot be used as a bedroom to meet flood risk requirements as set out below in the conditions recommended by the Environment Agency.

Residential amenity - effect on existing dwellings

The main properties to be affected by the proposed development are those either side of the site no. 49 and 53 Old Fort Road, those on the south side of Old Fort Road opposite and those to the rear in The Meadway. Some objections have been raised and some support has been given for the proposal, details are set out above.

The proposed development would be an increase in scale and bulk from that which currently exists. However this does not justify a reason for refusal. Increased scale, intensity and footprint within the beach location is commonplace and much new development has occurred which is significantly increased from that which previously existed. The scale of development must be such that it causes harm. As set out above it is considered that there will be harm in terms of the street scene and visual amenity of the locality. In terms of residential amenity the scale of development being set forward and increasing bulk will not give rise to an adverse impact in terms of loss of light, overbearing impact and loss of privacy to those properties either side of the site. Any side windows will be obscure glazed and there are limited side windows on the adjacent bungalow to be impacted. The front projection due to distances to the adjacent dwellings will not have a significantly detrimental impact. The properties on the opposite side of the road will not be significantly impacted either despite the increase in height and scale here. There is ample distance and the main aspect for these neighbouring properties is south toward the beach.

To the north bungalows in The Meadway are in excess of 22 metres back to back from the development which complies with the Council's Development Management Standard which requires this as a minimum distance. There are first floor rear bedroom windows which will overlook properties to the rear. Despite the guidance on overlooking being met the building height and scale will create an unneighbourly impact. The garden depth is just under 11 metres, the minimum requirement in line with Development Management Standards.

As stated above the garden areas fall below the required standard. There could be scope to set the buildings further away from the rear boundary increasing the garden depth to a minimum of 11 metres and providing increased amenity space whilst improving the relationship between the site and the neighbouring bungalow to the rear. However, this would increase the impact of the development on the streetscene being even further forward of the established building line.

It should be noted that the buildings are described in the description of development as three storey, although technically the case due to the basement, they are two storey above ground and the Development Management Standard for two storeys is therefore applied here at 22 metres.

Concerns have been raised with regards to the trees to the rear of the site. However, subject to relevant conditions relating to protection during construction it is not considered that the impact upon these trees would warrant a refusal in this case.

Accessibility and parking

As set out above there are no objections from the Highway Authority subject to the conditions and informatives recommended. Two parking spaces per dwelling is sufficient and space on site can accommodate cycle parking and EV charging is to be provided.

Flood risk

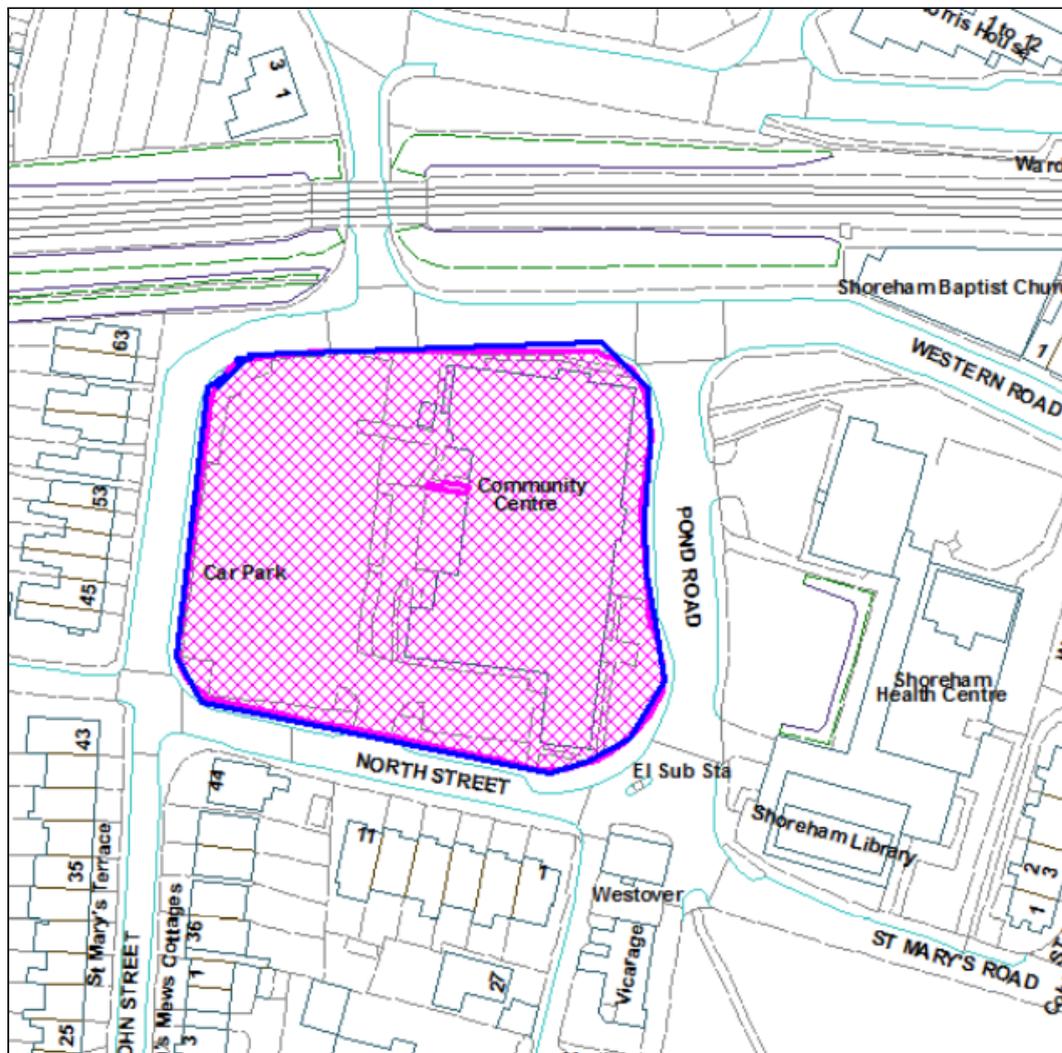
Following submission of the FRA the Environment Agency has no objection to the development subject to the conditions as set out above. The Council's engineer has advised that they continue to object as set out above. They are requesting a drainage constraints plan to ensure flooding is not increased as a result of the development. They also refer to the FRA indicating that it is proposed to route surface water to the sea via a shingle bed which is contrary to requirements. The applicant's agent has queried these comments and requested more information with regards to this objection. A response will be reported verbally at the Committee meeting.

Recommendation

REFUSE for the reason(s):-

1. The proposal by reason of its excessive scale and massing, would represent unneighbourly development which would be out of keeping and detrimental to the character and appearance of the surrounding built environment therefore contrary to Policy 15 of the Adur Local Plan.

Application Number:	AWDM/2208/21	Recommendation - Approve
Site:	The Shoreham Centre, Pond Road, Shoreham-By-Sea	
Proposal:	Installation of 6no. external air source heat pump units within fenced enclosure at ground level at rear (west) of The Shoreham Centre	
Applicant:	Adur District Council	Ward: St Mary's
Agent:	Mr Dan Goodchild	
Case Officer:	Peter Barnett	



Not to Scale

Reproduced from OS Mapping with the permission of HMSO © Crown Copyright Licence number LA100024321

Proposal, Site and Surroundings

This application seeks permission to install 6no. 43kw monobloc air source heat pumps within an external ground floor enclosure at the rear of the Shoreham Centre. This follows permission last year for the siting of the air source heat pumps on the upper section of flat roof at the rear of the building (AWDM/0790/21). Since permission was granted the siting of the pumps has been reconsidered and the current scheme is considered to be less intrusive and will improve maintenance access.

The pumps will be within a fenced enclosure, 2.2m high, positioned adjacent to the rear entrance doors in the NW corner of the building. The enclosure measures 4.5m by 10.4m.

The application has been submitted by Adur District Council as part of the commitment to reduce carbon emissions from their properties. Grant funding has been secured to provide and install Air Source Heat Pumps which will serve a significant proportion of the Shoreham Centre's energy demand for heating and hot water, instead of solely being served by the existing gas-fired boilers.

The site lies within the Shoreham Conservation Area.

Relevant Planning History

AWDM/0790/21 - Installation of 8no. air source heat pumps on roof - approved

Consultations

West Sussex County Council: The **Highways** Officer has no objection, provided the plant equipment will not be placed in positions that will prejudice any existing access, parking or turning arrangements.

Adur & Worthing Councils: The **Environmental Health** officer advises that she is satisfied that noise from the ASHP will not cause significant noise disturbance to the surrounding residential dwellings, but recommends a condition limiting the use to 4 ASHPs between the hours of 23:00hrs - 07:00hrs.

This advice follows clarification from the applicant as follows:

“The current set-up of heating for the building is 2 plant rooms (one for the new side of the building and one for the old side) plus one boiler in the cafe area. The new set-up will be 2 ASHPs feeding the new plant room and 4 ASHPs feeding the old plant room and cafe. The new side of the building covers the council offices and Citizens Advice Bureau which close at 5pm whereas the old side of the building is the Community Trust side who have advised that the building is sometimes open until 12.30am at weekends. Therefore it was considered that only 4 of the 6 ASHPs would be operating during nighttime hours past 11pm.”

Adur District Conservation Advisory Group: Approve.

Representations

None received

Relevant Planning Policies and Guidance

Adur Local Plan 2017 Policy 1, 15, 17, 18, 19, 34
Sustainable Energy SPD (August 2019)
CarbonNeutralPlan (Adur & Worthing Dec 2019))
Carbon Neutral Study for Adur & Worthing June 2020
Shoreham by Sea Conservation Area Character Appraisal & Management Strategy (ADC 2008)
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) that provides 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.

The Committee should consider the application in accordance with Section 72 Planning (Listed Buildings and Conservation Areas) Act 1990 (as amended) and pay special attention to the desirability of preserving or enhancing the character or appearance of the Conservation Area.

Planning Assessment

Principle

One of the main visions and objectives of the Adur Local Plan is to make progress *“towards a low carbon, sustainable community through sustainable construction, energy efficiency, the use of renewable energy, water efficiency measures, waste reduction measures and appropriate location of development and transport infrastructure to reduce air pollution and noise; and to make a significant contribution to low and zero carbon energy production.”*

Policy 19 encourages the use of *“low carbon energy, renewable energy and residual heat/ cooling for both domestic and non-domestic developments.”*

At a local level, Adur District Council has declared a Climate Emergency and committed to being carbon neutral as a council by 2030. The council has also made the UK100 Cities Pledge to achieve 100% clean energy by 2050. The council has committed to work with partners to ensure all energy use be delivered through zero

carbon sources. To help meet these objectives, the development of renewable, low carbon, or decentralised energy schemes should be supported through the planning system and those based on fossil fuel combustion should not be supported.

The Council has produced its own Carbon Neutral Plan for the council decarbonisation. This has a strong focus on moving away from gas fired heating systems towards renewable and low carbon alternatives, in particular heat pumps. This approach is aligned with national policy approaches to move away from gas based systems towards non-fossil fuel alternatives as set out in the Clean Growth Strategy.

The proposed air source heat pumps are therefore supported in principle.

Visual amenity and impact on Conservation Area

The proposed pumps are to be sited at ground level at the rear of the building. The fenced enclosure will be visible from the car park and will be glimpsed from outside of the site, although the impact will be reduced by distance, the backdrop of the Shoreham Centre and the boundary wall around the car park. It is not considered that it will be unduly intrusive and the character and appearance of the Conservation Area will be preserved.

Residential amenity

The nearest dwellings are 55m away to the west and 70m to the south. With regard to noise, a noise assessment has been submitted which concludes that:

“Daytime rating levels calculated at the receptor locations fall below the corresponding background sound level by at least 12 dB. This provides an indication that the proposed operation of the ASHPs should have a low noise impact during daytime operating hours. Night-time rating levels calculated at the receptor locations fall below the corresponding background sound level by at least 3 dB, which also indicates that the proposed operation of the ASHPs should have a low noise impact during night-time operating hours.”

The applicant has explained that the system is designed as a bi-valent system meaning that the existing gas system will remain. There will also be insulated buffer vessels installed which will allow for some heat to be retained overnight in preparation for the next day's heating requirements. On particularly cold days, the gas system is likely to do the bulk of the heating and the combination of this and the buffer vessels means that all 6 ASHPs working from 7am for a centre opening time of 9am should be sufficient. The applicant does not expect the 4 ASHPs on during nighttime hours to be working at full power as they will just be operating to maintain the temperature in the buffer vessels.

On this basis it is not expected that the units will cause harm to residential amenity. Only four of the units will be in operation at night and the Environmental Health Officer has no objection on this basis subject to a restriction on the hours of use.

Sustainability

As mentioned previously, the system is designed as a bi-valent system meaning that the existing gas system will remain. Nevertheless, the proposal is much more sustainable than the existing heating system. The applicant has explained that:

“The air source heat pumps are generally designed to reach a maximum of 55 degrees flow temperature as above this temperature they become significantly less efficient. The ASHPs are most efficient down to external temperatures of approx 8 degrees. Typical weather data for Shoreham shows that approximately only 15% of working time hours annually are below this temperature. We considered two options of how to heat the building below this temperature: option 1 was for a bi-valent system with the existing gas system, or option 2 to install larger ASHPs and replace all the existing pipework and radiators to provide sufficient heat at lower external temperatures.

The bi-valent system was chosen as it was considered to be the least disruptive to the building users as we could retain the existing gas boilers and heating system. The bi-valent system uses the ASHPs linked to a thermal store to bring the LPHW (low pressure hot water) up to 55 degrees then the existing gas boilers are used to raise the LPHW from the thermal store to the final flow temperature of 80 degrees (which is the flow temperature for the existing system).

The bi-valent system will lead to a reduction in carbon emissions through reducing gas usage and reducing overall energy consumption due to the efficiency of ASHPs versus a gas boiler; grid electricity has lower carbon emissions than gas, with these projected to reduce year on year as the electricity grid continues to be decarbonised.”

It is clear that the proposal will have significant environmental benefits in terms of reducing carbon emissions whilst at the sametime limiting the impact of the works on the community uses of the building.

Recommendation

Approve

Subject to conditions:

1. Approved Plans
2. Standard time limit
3. A maximum of 4no. air source heat pumps only shall be in operation between the hours of 23:00hrs - 07:00hrs.

Proposal, Site and Surroundings

This application has been submitted by Adur District Council and is for the removal of the existing silver finish aluminium curtain wall glazing to the East & West elevations of the entrance lobby at Lancing Manor Leisure Centre. It is to be replaced with new curtain wall glazing that will closely match the existing using powder coated aluminium system with black frames. Additionally the existing white powder coated outer entrance doors to the East elevation will be upgraded. The new door sets will consist of one large main DDA compliant operating door with a smaller slave door sized to fit the existing openings. The doors will also have a black finish.

Consultations

Lancing Parish Council: To be reported

Representations

None

Relevant Planning Policies and Guidance

Adur Local Plan 2017 Policy 15
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

The curtain wall glazing forms the entrance to the leisure centre and comprises a glazed link with glazed pitched roof which runs between the main building to the north and the smaller hall to the south. It is not widely visible, being a narrow link between two larger buildings.

The proposed new glazing will be very similar in appearance to existing with the main difference being the darker frame colour. However, it is considered that it will have an acceptable visual impact and can be supported.

Recommendation

Approve

Subject to conditions:-

1. Approved Plans
2. Standard time limit
3. Materials as specified

7 February 2022

Local Government Act 1972

Background Papers:

As referred to in individual application reports

Contact Officers:

James Appleton
Head of Planning & Development
Town Hall
01903 221333
james.appleton@adur-worthing.gov.uk

Peter Barnett
Principal Planning Officer
Town Hall
01903 221310
peter.barnett@adur-worthing.gov.uk

Hannah Barker
Senior Planning Officer
Town Hall
01903 221475
hannah.barker@adur-worthing.gov.uk

Schedule of other matters

1.0 Council Priority

- 1.1 As referred to in individual application reports, the priorities being:-
- to protect front line services
 - to promote a clean, green and sustainable environment
 - to support and improve the local economy
 - to work in partnerships to promote health and wellbeing in our communities
 - to ensure value for money and low Council Tax

2.0 Specific Action Plans

- 2.1 As referred to in individual application reports.

3.0 Sustainability Issues

- 3.1 As referred to in individual application reports.

4.0 Equality Issues

- 4.1 As referred to in individual application reports.

5.0 Community Safety Issues (Section 17)

- 5.1 As referred to in individual application reports.

6.0 Human Rights Issues

- 6.1 Article 8 of the European Convention safeguards respect for family life and home, whilst Article 1 of the First Protocol concerns non-interference with peaceful enjoyment of private property. Both rights are not absolute and interference may be permitted if the need to do so is proportionate, having regard to public interests. The interests of those affected by proposed developments and the relevant considerations which may justify interference with human rights have been considered in the planning assessments contained in individual application reports.

7.0 Reputation

7.1 Decisions are required to be made in accordance with the Town & Country Planning Act 1990 and associated legislation and subordinate legislation taking into account Government policy and guidance (and see 6.1 above and 14.1 below).

8.0 Consultations

8.1 As referred to in individual application reports, comprising both statutory and non-statutory consultees.

9.0 Risk Assessment

9.1 As referred to in individual application reports.

10.0 Health & Safety Issues

10.1 As referred to in individual application reports.

11.0 Procurement Strategy

11.1 Matter considered and no issues identified.

12.0 Partnership Working

12.1 Matter considered and no issues identified.

13.0 Legal

13.1 Powers and duties contained in the Town and Country Planning Act 1990 (as amended) and associated legislation and statutory instruments.

14.0 Financial implications

14.1 Decisions made (or conditions imposed) which cannot be substantiated or which are otherwise unreasonable having regard to valid planning considerations can result in an award of costs against the Council if the applicant is aggrieved and lodges an appeal. Decisions made which fail to take into account relevant planning considerations or which are partly based on irrelevant considerations can be subject to judicial review in the High Court with resultant costs implications.