Expiry Date - 14/07/2025

Development Management – Delegated Officer Report

Application Number: AWDM/0617/25 Recommendation – APPROVE

Site: David Lloyd Leisure Romany Road Worthing West Sussex

Proposal: Installation of 1no. bike shelter.

Date of site visit: as for AWDM/0340/24

Neighbours checked: Y

Additional neighbour notifications: N

Site and Surroundings

The application relates to the David Lloyd Leisure Centre located within an outer suburb of the town. There is a large tarmac car park in front (east) of the building accessed from Romany Road. The car park is largely screened from public view by a wide landscaped margin fronting Romany Road and Yeoman Road (and the roundabout junction of these roads).

On the opposite (north) side of Romany Road is a residential housing estate dating from the 1990s. The housing estate also sits behind a landscaped margin fronting the north side of Romany Road.

A new residential estate adjoins the site to the west side of the leisure centre building.

The site is not located within a Conservation Area and there are no TPO trees on the site.

Proposal

Permission is sought for a secure, covered 2-tier cycle storage/parking shed with 40 cycle spaces located on the paved forecourt in front of the building. It would replace an existing open-sided covered Sheffield cycle stand roughly in the same positon.

The proposed cycle storage shed will be 5.86m x 4.21m with a mono-pitch roof 2.7m high. It will have a powder coated steel frame and corrugated roof with a combination of glazed and cladded panels and a secure steel door. Internal lighting is provided.

Relevant Planning History:

AWDM/0340/24 Retrospective application for 31 additional car parking spaces in car park. Permitted 03.05.2024.

AWDM/0833/24 Approval of Details Reserved by Condition 2 (Soft Landscaping) of Application No AWDM/0340/24. Approved 12.08.2024.

Consultations:

WSCC: The Local Highway Authority (LHA) initially commented:-

"*The proposed building appears to be designed with a combination of Sheffield stands on the lower level with a second tier of storage above it in the form of racking, the latter requiring some form of manual operation to lift it into place. LTN 1/20 expresses a preference for Sheffield stands because of ease-of-use and ability to secure bicycles to them, whereas racked bike storage is predominantly designed for the parking/storage of standard-type bicycles.*

Looking at the proposed building, it looks to be somewhat confined inside and possibly not adhering to the dimensions contained in LTN 1/20, as stated below in Table 11-2,which could put off prospective users.

Table 11-2: Recommended and minimum dimensions for banks of Sheffield stands

	Recommended	Minimum
Bay length (length of cycle parked on a stand)	2m	2m
Bay length (tandems, trailers and accessible cycles)	3.0m	2.5m
Access aisle width (if larger cycles use the end bay only)	3m	1.8m
Access aisle width (if large cycles use internal bays)	4m	3m
Edge access aisle + one bay to the side	5m-6m	3.8m-5m
Central access aisle + one bay to each side	7m-8m	5.8m-7m
Spacing between stands	1.2m	1.0m
Gap between stand and wall (part of bay width)	700mm (typical wheel diameter)	500mm

In fact, no dimensions are provided on the submitted drawings. Furthermore, very little detail is given about the stands nor upper mechanism shown. Therefore, the applicant should provide a revised plan with dimensions marked on it following the guidance found in Table 11-2, taken from LTN 1/20.

They should also provide information about the actual stand types proposed and method of operation and how bicycles will be secured to them. As set out above, LTN 1/20 recommends that Sheffield stands be the preference for cycle storage. As such, the applicant should consider amending the proposal by removing the racked second tier cycle parking, replacing it with Sheffield stands in, say a larger or separate enclosure and again, with dimensions following LTN 1/20 guidance. Consideration should also be given to space to park adapted bicycles and those bicycles with smaller wheels using an 'M'-shaped stand, again as-per the advice contained in LTN 1/20.

And finally, provision of a bicycle tool kit and space to use it should be considered within the enclosure.

Conclusion
Additional information and/or amendments are recommended, as-per the comments contained in this response. Please re-consult when this is available, at which time the Highway Authority will consider the proposal further."

Following the receipt of more detailed plans and clarification, the LHA further commented:

"Response.
In its previous response dated 23 May 2025, the Highway Authority explained that the layout should be informed by the guidance in LTN 1/20, and made various points about what had been provided and ideally what should be provided. This has resulted in two plans – namely Drawing No. TBSC_Q017348-3_DLLOYD_40SP_AMZN_01 and Drawing No. 1 (no revision), both produced by 'The Bike Storage Company', Marina Studios, Harbour Yard, London, SW10 0XD.

Having reviewed the drawings provided, it is clear that the applicant intends to provide a two-tier system of cycle parking – one lower level with Sheffield-type stands and an upper level of racking to provide additional density within the footprint of the proposed building.

Two-tier cycle racks (i.e. the upper tier) are typically optimised for a 'standard' two-wheeled, 2m-long cycle, whereas the lower tier in the form of the Sheffield-type stands normally cater for a choice of cycle. LTN 1/20 recommends that where two-tiered systems are used, that additional provision for three-wheelers, tandems, recumbents and other 'non-standard' cycles should also be provided. Additionally, two-tier stands require a ceiling height of at least 2.7m (see Figure 11.4 found in LTN 1/20), which is not offered on the drawings provided. The building shown on Drawing No. TBSC_Q017348-3_DLLOYD_40SP_AMZN_01 has slightly lesser dimensions than that, taking into account the floor height, and that the building slopes to one side (so is shorter at one end), resulting in maximum useable height of about 2.6m at higher end and about 2.4m at the lower end. Therefore, it may be that some users will find it difficult to lift their bike from the floor and fit it onto the tray of the upper tier. Additionally (and again with specific reference to the top-tier system of racking), the Highway Authority recommends that spring-loaded or gas-assisted mechanisms to lift the stands into position be included.

With regard to the dimensions for the Sheffield Stand area, the proposed aisle width is shown just exceeding the minimum when compared to LTN 1/20 guidance. Rack spacing should accommodate standard cycles but users of larger, non-standard bikes might find it difficult to manoeuvre within the space shown.

No tool kit or maintenance area is shown. However, space should be available within the building to provide a repair/maintenance kit. As such, the Highway Authority recommends that one be included.

Clearly, it would not be in the interest of the company supplying the bike store to provide something not fit for purpose. However, should the applicant proceed with the purchase and installation of the system and building shown, they should ensure that it will be suitable for their needs and the needs of their customers and that any decision made has also been made in light of the Highway Authority's comments contained in this response.

Conclusion
Should the LPA be minded to approve the development, the Highway Authority recommends that the provision of the gas-assisted or spring-loaded lifting mechanism for the upper tier of the bike storage be included and that a maintenance kit also be provided within the structure."

Representations: None received.

Relevant Planning Policies

Worthing Local Plan policies (WBC 2023): SP1, SP3, DM5, DM15
National Planning Policy Framework (MHCLG 2024)
National Planning Practice Guidance

Planning Assessment

Principle

Policy DM15 states that development proposals which promote an improved and integrated transport network with a re-balancing in favour of non-car modes as a means of access to jobs, homes, services and facilities will be encouraged and supported.

The proposed structure is being purchased as an 'off the shelf' replacement for the existing open-sided covered Sheffield stands.

The LHA is keen to ensure that the replacement cycle parking/store provision will be accessible and meet recognised standards.

The proposed provision will provide an increased number of cycle parking spaces within a more secure, weather-resistant enclosure. The Applicant has confirmed that the new cycle storage facility is free to use for members and is proposed to improve security for members wishing to cycle to the club. It is stated that the proposed cycle parking provision has been rolled out at a number of other David Lloyd Leisure Centres where it has proved popular with members.

The LHA has not raised a formal objection to the proposed replacement provision but has made a number of recommendations which could be added in an advisory informative.

Visual Amenity

The proposed replacement structure will be prominently visible from the site entrance in Romany Road. It has a somewhat utilitarian construction but will be seen in the context of the larger scale leisure centre building as an ancillary structure.

The structure could be located in a less prominent position elsewhere on the site but this could deter usage and so risk discouraging members from cycling to the leisure centre.

Residential Amenity

The proposed structure will be internally illuminated but its siting is remote from any residential property and this will not give rise any loss of amenity.

Recommendation

APPROVE subject to Conditions:-

1. Drawing Numbers
2. Standard time limit

Informative

The Local Planning Authority has acted positively and proactively in determining this application by assessing the proposal against all material considerations, including planning policies and any representations that may have been received and subsequently determining to grant planning permission in accordance with the presumption in favour of sustainable development, as set out within the National Planning Policy Framework.

LHA Advice

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

Case Officer: Jo Morin Date: 18.07.2025

Authorised by: Peter Barnett Date: 18 July 2025