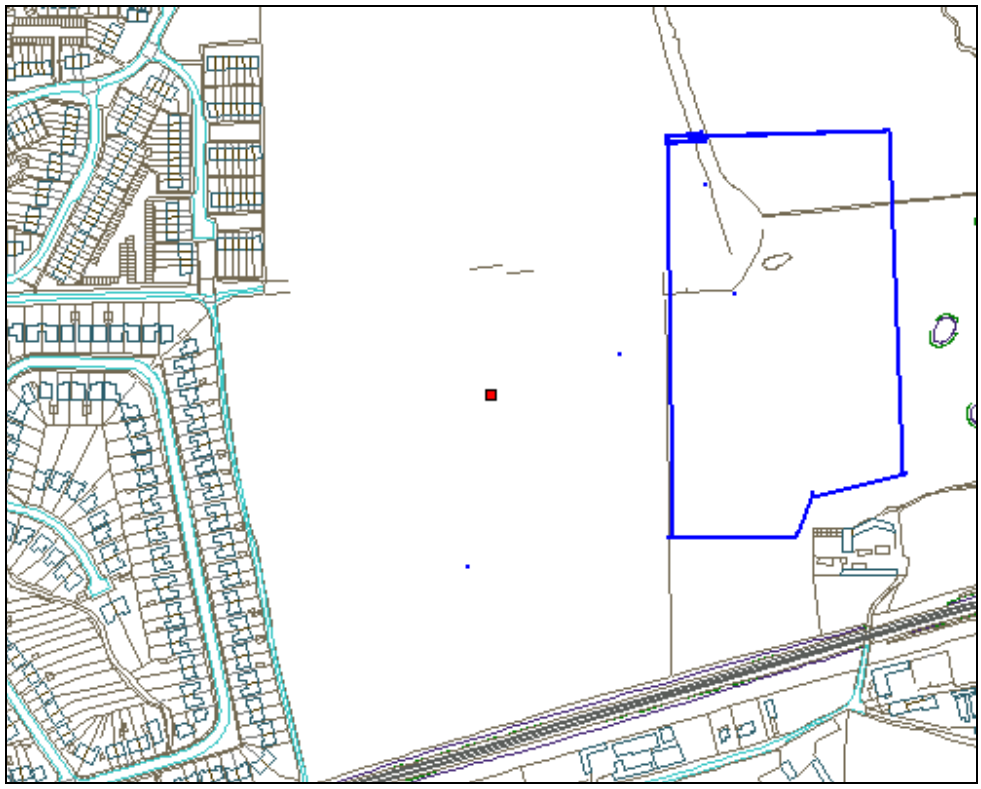
Application Number: AWDM/0171/14 **Recommendation – APPROVE subject to Deed of Variation**

Site: **Land South West Of New Monks Farm, Mash Barn Lane, Lancing, West Sussex**

Proposal: **Installation of floodlighting to previously approved northernmost community pitch (amendment to planning permission AWDM/0205/13 for construction of 3 No. additional football pitches (1 x grass, 2 x artificial), relocation of reed bed, extension of fencing and landscaping to site boundary) (Includes addendum to previous environmental statement)**

Applicant: Mr Martin Perry Ward: Mash Barn
Case Officer: Peter Barnett



Not to Scale

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Proposal, Site and Surroundings

This application relates to the training ground currently under construction for Brighton and Hove Albion FC on land to the east of Lancing. The facilities were originally approved under planning reference AWDM/0205/12 with a further three pitches subsequently approved under reference AWDM/0205/13. This application seeks to amend the latter permission to allow the northernmost artificial pitch, which is to be reserved for community use, to be floodlit. This will enable the pitch to be used in the evenings throughout the winter months, thereby increasing the amount of community usage.

The site previously formed part of the land works in relation to the formation of a golf course approved under reference L/87/00. Shoreham Airport lies further east beyond the golf course site. To the south the site is bounded by the railway line with sporadic residential development in Old Salts Farm Road beyond. To the west is the site of the proposed training ground with dwellings in Barfield Park and Daniel Close approximately 300-350m to the west. To the north lies open farmland with the nearest residential development, Mash Barn Cottages, some 170m away. The A27 is some 650m to the north.

The three additional approved pitches are under construction. Two of them are to be synthetic and one grass, bringing the total number of pitches at the facility to 15. The northernmost pitch is to be dedicated to community use, in lieu of the previously approved floodlit synthetic pitch which was to be shared with academy players, with the other two pitches reserved for use by academy players. It is proposed to be floodlit using 6no. 18 metre high columns. Each column will have 3-4 1500W luminaires. Lux levels, the measure of the level of lighting, will not exceed 5 at the site boundaries. 5 Lux is the equivalent level of lighting expected from street lights.

The current planning permission AWDM/0205/12 already permits the floodlighting of two pitches at the facility, one directly to the south of the indoor pitch and the other immediately to the west of the pitch the subject of this current proposal. The proposed development would result in one additional external floodlit pitch but the applicant has stated that only two sets of external floodlighting would be switched on at any one time in order to limit potential impacts. A condition can be imposed to secure this.

The application is accompanied by an addendum to the previously submitted Environmental Statement, plus a Planning Statement, Design and Access Statement, Landscape and Visual Supporting Statement and an External & Sports Pitch Lighting Report.

Relevant Planning History

The full history of the land to the east of Mash Barn estate was set out in the report to the Planning Committee on 1 October 2012 for the original training ground application and the relevant issues arising from the history of the site have been outlined above.

Consultations

West Sussex County Council: No objection from a **transport/highways** aspect. It is not considered that the proposal will result in a significant increase to the traffic flows established through the initial application and any traffic associated with the community pitch is likely to occur outside of peak network hours. Capacity testing through the original application identified that there was sufficient theoretical operating capacity remaining on the local network and the proposed development will not materially impact the operation of the network.

The proposal will utilise existing access arrangements. It is understood that restrictions have been placed on previous permissions limiting HGV access to and from the A27 only and it is recommended that this restriction is retained; in the event that it isn't a Construction Management Plan should be sought.

The **Landscape Officer** has no objection.

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

Lancing Parish Council: Committee was minded of the potential light and noise annoyances but after considerable discussion the Committee voted by 3 to 2 to support the application and asked if consideration could be given to lighting the pitches in combinations so as to perhaps minimise the impact on local residents living in the vicinity.

South Downs National Park: As this amended scheme is primarily for the introduction of additional floodlighting at the northern end of the site, closest to the boundary of the South Downs National Park, the introduction of such additional floodlighting would have the potential to incrementally increase artificial light into and close to the natural darkness within the National Park. Therefore, the previous comments of the SDNPA are still relevant and should be taken into account. In addition, the SDNPA would ask that if Adur District Council is minded to approve the scheme, appropriate measures are conditioned to ensure that there is no significant light spill/glow impact upon the setting of the South Downs National Park with reference to the adopted SDNPA 'Partnership Management Plan', specifically with regards to the policies regarding 'Dark Night Skies'.

Sport England: No objection

Sussex County Football Association: Strongly support the application. They are delighted that a full size artificial pitch is being provided for community use, which will assist in key objectives of increasing participation and diversity in sport. It will be an important addition to the local facilities. They are aware that a huge number of local clubs have expressed an interest in using the new facility. Most club training sessions take place in the evening and it is therefore very important that this pitch is floodlit, particularly during the winter months, which is the main part of the season.

Shoreham Airport: The General Manager of the airport has expressed concern regarding the additional floodlighting. The true effects of the lighting will not be known until after the clocks go back in October and under different weather conditions. Whilst the lights specified do not have any leakage, until the masts are up and lit, they will not know how invasive or otherwise this will be. The airport would like BHAFC to confirm that if the lights are considered unacceptable to the Aerodrome as a danger to aircraft, they will be redesigned and adjusted to suit at BHAFC's cost. The floodlighting must comply with the Air Navigation Order CAP 393 Section 1 Part 28 para 221 'lights liable to endanger aircraft'. The drawings currently supplied only take account of Runway 07/25. The additional pitches to be lit are much closer to the Aerodrome and may also affect the protected surfaces for Runway 02/20. They have requested drawings for these and cannot comment further until these are produced.

Representations

16 emails/letters received objecting to the application on the following grounds:

- Substantial increase in light pollution
- Additional noise caused by significant increase in use of pitches late into evening
- Noise assessment ignores World Health Organisation recommendations that evening noise levels should be 5-10dB lower than daytime levels and does not take into account irregular, loud noises typical of a football match such as shouts and whistles
- Club has significantly underestimated the degree of disturbance that will be suffered by residents
- Club has adopted an incremental approach to planning, submitting applications and amendments until they finally achieve what they wanted in the first place
- Result of all the amendments is a facility of totally different size and operational usage to the original plans
- When permission was granted for the additional pitches it was on the understanding that they would not be floodlit
- Floodlighting will extend even further eastwards the impression of urban sprawl
- The site is already an eyesore – there is no need to have floodlights to worsen situation
- There has been a lack of consideration of impact that this development has caused
- There will be no additional evening community usage as a consequence of floodlighting this pitch – community usage already agreed will be transferred from the academy pitch to the new pitch. All additional evening use will actually be by the Club on their academy pitch meaning two adjacent floodlit pitches plus floodlit indoor pitch in operation every evening. This is a substantial increase in evening use.

- Club may accept a condition that no more than two floodlit pitches are used at any one time but they are now intending to use the academy, community and indoor pitches every evening rather than the less frequent use previously suggested.
- Shouting, whistles and cheering every day from morning to evening will clearly be intrusive and disturbing
- The interests of the local residents must be given equal consideration
- Light and noise from Culver Road football pitch is clearly heard and seen and that is significantly further away
- Enough is enough
- This is not a stadium facility. They are practice pitches and should not be used after dark
- Hazardous to circling aircraft

2 emails/letters received supporting the application on the following grounds:

- Development will not impact on the lives of anyone living locally and will assist in more people taking part in sporting activity.
- Important that community facility is floodlit otherwise use would be limited to daylight hours only. Most club training sessions take place in the evening and it is therefore very important that this pitch is floodlit, particularly during the winter months, which is the main part of the season

Letter of support also received from Worthing Strikers Youth Club stating that floodlights are essential to enable use of the pitch in the evenings by as many local clubs as possible.

Relevant Planning Policies and Guidance

Adopted Adur District Local Plan 1993-2006 (ADC 1996) (saved policies): AG3, AP4, AP9, AC1, AC4, AC5, AB27, AR1, AR2, AR8, DP.AR5
National Planning Policy Framework (CLG 2012).
Planning Practice Guidance (CLG 2014)

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.

Planning Assessment

The development of the site for football pitches has already been established and the construction is well under way, with a completion date scheduled for the end of June this year. The principle of the development cannot be revisited and the main considerations are therefore the visual and landscape impact of the additional lighting, the traffic impact arising from the increased use of the pitch and the noise impact of the additional use upon local residents.

Landscape/Visual Impact

The current planning permission allows the indoor pitch and two external pitches to be illuminated every day until 10.15pm, with the football pitches allowed to be used every day between 9am and 10pm. There is no restriction on the number of pitches that can be used at any time. Consequently, it is conceivable that all the pitches could be used at once, with three floodlit pitches (2 external and 1 internal) also in use until 10pm.

In terms of the wider landscape impact, the community pitch lies beyond Mash Barn Lane which runs north-south to the A27 within a more open area. The visual impact of the main facility was previously considered in detail when it was acknowledged that there would be some adverse impact on night views from Mill Hill in particular as a result of the proposed floodlighting. The proposed floodlighting of the community pitch would intrude further east into the open countryside and will arguably increase the light impact when viewed from Mill Hill and the National Park to the north.

Each floodlight will be fitted with a visor to minimise the potential for light spill, directing light down onto the pitch only. Lux levels will not exceed 5 at the site boundaries and this level will reduce beyond the site boundaries as a result of fencing and landscaping. While there will be an increase in the number of floodlight columns on the site the impact from Mill Hill is concluded to be “moderate adverse” in the applicant’s landscape and visual supporting statement as a result of the additional lights being seen in the “overall context of the existing training ground and wider context of Shoreham Airport, A27 road corridor and built up area of Lancing.”

The impact from the bridleway to the south of Lancing College will be “adverse” due to the ”incremental increase in urbanization of the countryside between the Training Ground and Shoreham Airport” which will be “readily noticeable”. However, the report goes on to state the lights will “not change the overall perception of the view given the context of the existing permitted development.” The County Landscape Officer agrees with this conclusion.

Furthermore, the additional lights will only be switched on when one of the other floodlit pitches is not in use, thereby maintaining the current approved situation of having only 2 pitches (plus the indoor pitch) floodlit at any time. The floodlights will not be illuminated beyond 10.15pm every day and will be switched on only when low level of natural light

makes it necessary to do so. Consequently, illumination will be short term with the lights switched off between 10.15pm and at least 9am every night.

The nearest residential dwellings are approximately 165m to the north (Mash Barn Farm Cottages). The community pitch is sited to the east of Mash Barn Lane and is not directly in front of those dwellings. The light impact of the proposal upon residential amenity is not considered to be adverse. The impact on residents to the west in Barfield Park and Daniel Close approximately 300m away is also not considered to be adverse as views from that direction will be towards the existing columns and development and the new lights will be seen in that context.

From the south, dwellings in Old Salts Farm Road are approximately 300m away and, while the lights will be visible, the impact is not considered to be harmful in the context of the overall development.

Transport and Parking

The site is proposed to be accessed from Mash Barn Lane to the west. One of the major concerns of local residents previously has been the impact of traffic associated with the proposal on the local highway network and on residential amenity. The current application will enable greater use of the community use, primarily in winter evenings when it would otherwise have been too dark to play. As a result of the increased vehicular movements occurring outside of peak hours, thereby minimising the impact on the local highway network, West Sussex County Council has not raised an objection to the latest proposals.

Noise and Residential amenity

Traffic impact – residential amenity

Floodlighting the community pitch will enable it to be used for longer and later throughout the year. However, while traffic and activity associated with this one pitch will increase, it will not be significant in the context of the overall development and is not considered to result in a materially harmful impact on residents. Fencing has been erected along Mash Barn Lane to protect the amenities of residents in Barfield Park to the south from traffic noise along the Lane. The hours of use of the facility will remain as previously approved (9am -10pm every day).

Noise from the Use of the Facility

A noise assessment carried out by the applicants at the time of the application for the additional pitches concluded that those pitches would not result in any greater operational noise or harm to residential amenity. There would not be any increase in intensity of use of the training ground as a whole from squad or academy players,

although there will be an increase in community users as a result of the proposed dedicated 3G pitch.

However, this proposal will enable an increase in use of the community pitch potentially until 10pm every day, thereby resulting in more use of the pitch in the evenings during winter months (but little increase during summer months when it would feasibly have been possible to play as late as 9.30pm). Operational noise from the pitches was previously found to be acceptable and the predicted noise levels will not change. A fence has been erected along the northern boundary to offer protection to the amenities of the cottages in Mash Barn Lane to the north. The additional hours of use of the pitch will be primarily outside of the summer months when, it can reasonably be assumed, residents are more likely to be indoors with windows shut. The additional impact on the nearest affected dwellings is not therefore considered to be significant.

To the south there are dwellings in Old Salts Farm Road on the south side of the railway line which are approximately 300m from the community pitch. These are not considered to be adversely affected by the current proposal. The Council's Environmental Health Officer has no objection to the latest application.

Impact on Shoreham Airport

The General Manager of Shoreham Airport has submitted a holding reply stating that they have some concerns over the risk of potential confusion with the Precision Approach Path Indicators (PAPI's) and general aerodrome lighting. The airport would like the applicant to confirm that if the lights are considered unacceptable to the Aerodrome as a danger to aircraft, they will be redesigned and adjusted to suit at BHAFC's cost. In view of the importance of this issue, it is recommended that no decision is issued until the Club has responded and the Airport has confirmed that they are satisfied in respect of aircraft safety. An update on this issue will hopefully be provided at the meeting.

Increased community use

The proposal will enable the community pitch to be used more often, thereby increasing the benefits to the local community and those identified in the draft community use agreement as priority groups, such as those under 21 and over 45 years of age, girls and women, low income socio economic groups, black and ethnic minorities and people with disabilities. This accords with the aims of the original permission which was granted largely as a result of the compelling community benefits that would arise from the development.

Section 106 Agreement/Deed of Variation

The application would need to be subject to a new legal agreement as before to secure the various economic, community and recreational benefits the overall development

proposes. It would also be necessary to update the community use agreement relating to the site to take account of the increased community use.

Recommendation

Subject to the receipt of further comments from Shoreham Airport confirming they are satisfied regarding aircraft safety and to the completion of a Deed of Variation to the original legal agreement,

APPROVE for the reason:-

The proposed development would conflict with general countryside and Strategic Gap Policies contained in the Adopted Local Plan. However, there are a number of sports and social-economic benefits that justify this unique development in this location and constitute 'compelling circumstances' referred to in the gap policy AC4. The overall development would represent significant investment adjacent to an area of deprivation and the package of community and economic benefits would be significant. Other material planning considerations include the existing permission for the use of the site as golf course, the lack of any buildings or car parking associated with this proposal, the wider benefits of improved sports provision in the sub region (including a dedicated pitch for community use which the floodlighting hereby approved will enable more frequent use of, thereby increasing the benefits to the local community) and the financial contributions previously secured would deliver improved sport and recreational facilities for the local community reflecting the changing demand for football pitches. The proposed development would make a significant contribution to the local economy and to the wellbeing of the District. The proposal is therefore considered to be acceptable for the compelling reasons referred to above, in accordance with saved policy AC4 of the Adur District Local Plan and the policies of the National Planning Policy Framework.

Subject to Conditions:-

01. The development hereby permitted shall be begun before the expiration of 3 years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

02. This permission relates to the following approved plans:-

KSS Drawing No. 10513 209 Revision P2 (Community Pitch 13 Floodlighting Study) received 11 March 2014
KSS Drawing No. 10513 065 Revision P1 (Existing Location Plan) received 13 February 2014
KSS Drawing No. 10513 004 Revision P6 (Plan Site Area 3) received 11 March 2014
HED Drawing No. HED-896-1010 Revision 05 (Additional Pitches - Landscape Plan) received 13 February 2014

Reason: For the avoidance of doubt and in the interests of proper planning.

03. No development, other than land clearance and levelling, shall take place until acoustic fencing has been erected in accordance with the approved plans. Such fencing shall thereafter be permanently retained.

Reason: To protect adjoining residential properties from noise having regard to saved policy AG1 of the Adur District Local Plan and the policies of the National Planning Policy Framework.

04. The pitches hereby approved shall not be brought into use until the boundary fencing shown on the approved plans has been erected. Such fencing shall thereafter be permanently retained.

Reason: In the interests of visual amenity and security having regard to saved policy AG1 of the Adur District Local Plan and the policies of the National Planning Policy Framework.

05. The pitches shall not be used until the parking spaces shown on the plans approved under reference AWDM/0205/12 have been provided in accordance with the approved plans and construction details (to include surfacing and drainage details) to be submitted to and approved in writing by the local planning authority. The areas of land so provided shall not thereafter be used for any purpose other than the parking of vehicles incidental to the use of the training facility and pitches concerned.

Reason: In the interests of amenity and highway safety.

06. HGV construction vehicles, including medium and large goods vehicles (as defined by the Roads Traffic Act 1988 (as amended) (other than those required in connection with the upgrading of Mash Barn Lane) shall access the site from the A27 only and shall at no time access the site from Mash Barn Lane, in accordance with approved drawing KSS-10513-003 Rev P3 (Proposed Location Plan) received 2 July 2012 submitted with application AWDM/0205/12. The access from the A27 shall cease to be used once the facility is open. There shall be no access to the site via the gap in the central reservation of the A27 (and signage shall be erected by the applicant to direct construction traffic to the site via the Shoreham Flyover interchange.)

Reason: In the interests of amenity and highway safety and to ensure that the A27 Trunk Road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980.

07. The development hereby approved shall take place in accordance with the approved construction method statement received 26 April 2013, and amended in respect of the temporary compound area by the plan received 2 May 2013. The approved construction method statement shall thereafter be fully implemented for the duration of the construction works.

Reason: In the interests of amenity having regard to saved policy AG1 of the Adur District Local Plan, to prevent extraneous material being deposited on the highway, to ensure that the A27 Trunk Road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

08. The use of the football pitches hereby approved shall be limited to between the hours of 9am until 10pm every day.

Reason: To protect residential amenity having regard to saved policy AG1 of the Adur District Local Plan and the policies of the National Planning Policy Framework.

09. Prior to the commencement of the landscaping of the site a scheme of hard and soft landscaping shall have been submitted to and approved in writing by the local planning authority. All planting, seeding or turfing comprised in the approved details of landscaping shall be carried out prior to first use of the facility and any trees or plants which within a period of five years from the completion of the development die, are removed or become seriously damaged shall be replaced in the next planting season with others of similar size and species, unless the local planning authority gives written consent of any variation. The approved details of hard landscaping shall be completed prior to first use of the facility.

Reason: In the interests of visual amenity and the environment and to comply with saved policies AB25-27 of the Adur District Local Plan

10. The development hereby permitted shall take place in accordance with the previously agreed ecology report. Measures for enhancement of ecology on the site, including a programme of implementation, shall be submitted to and approved in writing by the local planning authority and the agreed measures shall be implemented prior to first use of the facility.
Reason: In the interests of improving biodiversity and ecology on the site having regard to the National Planning Policy Framework

11. The development shall take place in accordance with the approved programme of archaeological works and written archaeological mitigation strategy and timetable submitted in connection with permission reference AWDM/0205/12.

Reason: To ensure that archaeological features and artefacts on the site will be properly recorded before development commences having regard to the National Planning Policy Framework.

12. The floodlights hereby approved shall not be used unless the floodlights at one or both of the other floodlit external pitches at the training facility approved under planning permission AWDM/0205/12 are switched off.

Reason: To ensure that no more than two external pitches are floodlit at any time in order to safeguard the visual and residential amenities of the area having regard to saved policies AC1 and AP9 of the Adur District Local Plan and the policies of the National Planning Policy Framework.

13. No public address or sound amplification system shall be installed or used at the facility without the prior approval of the Local Planning Authority.

Reason: To protect residential amenity having regard to saved policy AG1 of the Adur District Local Plan and the policies of the National Planning Policy Framework.

14. No construction, site clearance or earthworks shall take place other than between the hours of 7am to 6pm Mondays to Saturdays only. There shall be no construction, site clearance or earthworks on Sundays or Public Holidays.

Reason: To protect residential amenity having regard to saved policy AG1 of the Adur District Local Plan.

15. The development shall take place in accordance with the drainage details approved by letter dated 15 August 2013 relating to the information contained within "Design Principles, Calculations and Permits" by The Civil Engineering Partnership dated June 2013 and received 18 July 2013 under planning reference AWDM/0205/12.

Reason: To reduce the risk of flooding and to prevent pollution of the water environment by ensuring that the necessary infrastructure is in place in compliance with saved policy AG3 of the Adur District Local Plan and the Technical Guidance to the National Planning Policy Framework.

16. The facility shall not be brought into use until pedestrian access to the smallholding to the south east of the site has been formally provided around the north and east edges of site and shall thereafter be permanently retained, unless otherwise agreed in writing by the local planning authority.

Reason: To ensure the retention of a means of pedestrian access to the smallholding.

17. The pitches hereby approved shall not be brought into use until the main training ground changing facilities approved under reference AWDM/0205/12 have been completed and are available for use.

Reason: To ensure the users of the pitches have adequate changing facilities and to prevent the requirement for additional buildings in the countryside having regard to saved policies AC1 and AC4 of the Adur District Local Plan and the policies of the National Planning Policy Framework.

18. The development hereby approved shall be carried out in accordance with the Construction Management Plan received 26 April 2013.

Reason: To ensure that construction of the development does not result in avoidable congestion on the A27, to ensure that the A27 Trunk Road continues to be an effective part of the national system of routes for through traffic in accordance with section 10 of the Highways Act 1980 and to satisfy the reasonable requirements of road safety.

19. The northernmost pitch identified as floodlit synthetic pitch 13 on drawing no. KSS 10513 004 P6 received 11 March 2014 shall be reserved for community use.

Reason: To ensure the development delivers improved sport and recreational facilities for the local community having regard to saved policies AC4 and AR1 of the Adur District Local Plan and the policies of the National Planning Policy Framework.

Informatives / Notes to Applicant

01. 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.