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Planning Department,
Adur & Worthing Councils,
Portland House,
Worthing,
West Sussex,
BN11 1HS

23 August 2024

PLANNING PORTAL REFERENCE:
PP-13347158

Dear Sir / Madam,

TOWN AND COUNTRY PLANNING ACT 1990
FULL PLANNING APPLICATION FOR REMOVAL OF EXISTING CYLE STORE AND PROVISION OF REPLACEMENT CYCLE STORES AND NEW REFUSE STORE
DURRINGTON BRIDGE HOUSE, BARRINGTON ROAD, WORTHING BN12 4SE

Introduction

On behalf of our client, DBH Worthing Ltd (the "Applicant"), we hereby enclose an application (the “Application”) seeking full planning permission from Worthing Borough Council (“the Council) for the removal of the existing uncovered cycle store and provision of new cycle parking stores and refuse store at Durrington Bridge House, Barrington Road, Worthing BN12 4SE (“the Site”).

Site and Background

The Site is situated within the administrative area of Worthing Borough Council and comprises an area of approximately 0.97 hectares (ha). The Site is located to the west Worthing and north east of Goring-by-Sea. A location plan showing the Site in the context of the surrounding area is included within this Application.

The Site is occupied by Durrington Bridge House, a four-storey office building (Use Class E, formerly B1a), with an additional plant floor located in the eaves of the structure. The property features a large surface car park to the south, along with surrounding hard and soft landscaping.

An ariel image of the Site with a red line boundary is provided below in **Figure 1.**

Montagu Evans LLP is a limited liability partnership registered in England and Wales with registered number OC312072. Registered office 70 St Mary Axe London EC3A 8BE.
A list of members' names is available at the above address.

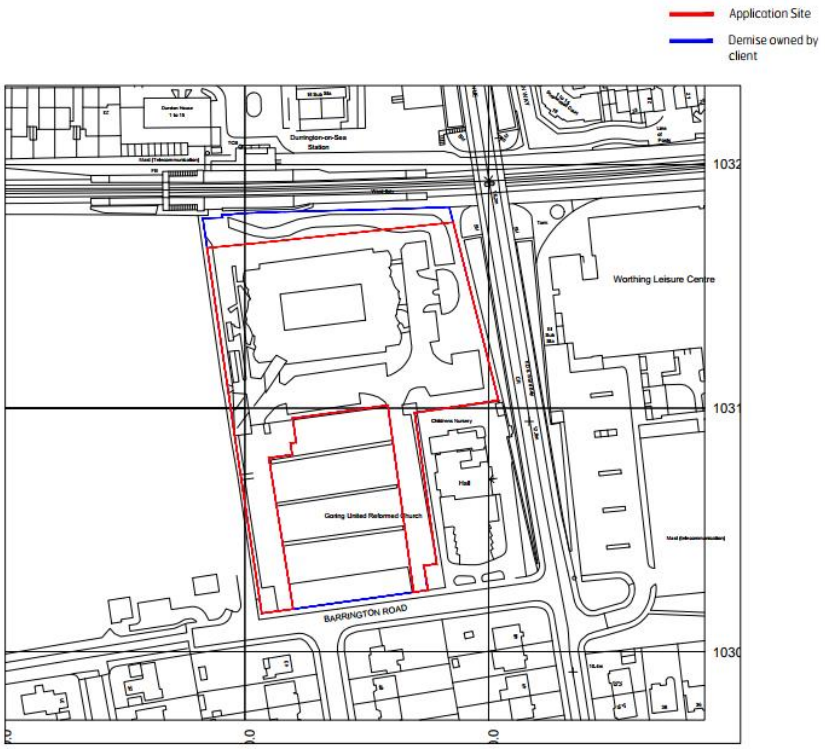

Figure 1: Aerial image of Site with red line boundary

The Site is bound to north by the railway lines of Durrington-on-sea Railway Station with residential accommodation beyond. Shaftesbury Avenue runs parallel to the Site's eastern border, beyond which is Worthing Leisure Centre. Immediately south-east of the Site is Goring United Reformed Church which site at the corner of Barrington Road and Shaftesbury Avenue, beyond which are residential dwellings to the south. The South, beyond the ancillary car park, are residential dwellings. Immediately west of the Site are further office buildings ranging between one and 5 storeys along with associated surface level car parking, beyond which lies a vacant dormer gas holder site. As detailed below in the planning history section of this letter, this site to the west is to be redeveloped for housing following approval of reserved matters (Ref: AWDM/0605/22) pursuant to outline permission AWDM/1979/19.

Vehicular access to the Site is taken from Barrington Road which runs west from Shaftesbury Avenue. The Site currently operates a one-way system with egress also on to Barrington Road further east towards Shaftesbury Avenue.

In terms of connectivity, the Site is located adjacent to Durrington on Sea railway station. The station can be easily accessed from the Site via a gate on the north-east corner. Durrington on Sea, provides services by Southern Railway and Thameslink between London Victoria, Brighton, Littlehampton, Portsmouth and Southsea. The closest bus stop is located on Shaftesbury Avenue which provides services to Durrington, Arundel and Lancing. The Site is within walking distance to bus routes which provide services to a number of locations including Brighton, Shoreham, Worthing and Littlehampton.

The Site is located within Flood Zone 1, and therefore has a low probability of flooding. The Site is not located within a Conservation Area nor does the Site contain any locally listed buildings. The Shaftesbury Avenue Conservation Area lies some 150m to the south-east of the Site and the nearest Listed Building, Field Place, is situated approximately 300m to the north-east. Additionally, the Site does not contain any trees which are subject to a Tree Preservation Order.

Planning History

A review of the Council's online planning records has been undertaken for the Site which confirmed a limited planning history. Details of relevant applications are set out below:

- An application (Ref: AWDM/0991/24) for full planning permission was submitted 31 July 2024 for *'External alterations to the existing building including removal of sheet metal roof section, installation of a new entrance door along with the addition of new windows and fan lights'*. The application is due to be determined by 26 September 2024.
- An EIA Screening Opinion (ref: EIAOPINION/0001/19) for 'mixed used development comprises of up to 147 residential dwellings, up to 165 retirement apartments, a care home for 68 residents and associated parking, landscape and works incidental to the redevelopment of the Site" was submitted in August 2019. A decision notice was issued on the 29 November 2019 confirming that an Environmental Statement is not required to be submitted for the proposed development.
- Planning permission (ref: AWDM/0279/15) granted 28 April 2015 for 'Alterations to exterior landscape and parking to provide delivery loading bay.

Upon review of the planning history in the immediate vicinity, we note the following relevant planning on the adjacent office complex to the west formerly occupied by HMRC.

- A Certificate of Lawfulness (ref: AWDM/1625/19) was approved 24 December 2019 to establish the existing use of the entire Site as B1(a).
- A prior notification application (ref: NOTICE/0020/19) for the change of use from B1(a) Office Use to 254 residential units (C3) was approved on 24 December 2019.
- Outline Planning permission (ref: AWDM/1979/19) was granted 30 April 2021 for 'the demolition and phased, comprehensive, residential-led redevelopment for a maximum of 287 dwellings (use class C3), of which up to 140 would be houses and up to 158 would be apartments/retirement apartments. Provision of a 68-bedroom care home (use class C2). Provision of car parking, landscaping and associated works. All detailed matters reserved except for access points at the Site boundaries.
- Planning permission was granted for reserved matters (ref: AWDM/0605/22) were approved 09 November 2022 for 'appearance, Landscape, Layout, Scale and access within the Site, for 287 new homes (Use Class C3) together with car parking, landscaping and associated works.'

The Proposals

The development proposals subject of this planning application relates to the provision of a new refuse and cycle storage compounds. The formal description of development is as follows:

'Removal of existing cycle store and provision of replacement cycle stores and new refuse store'

The proposals are aligned with the long-term objectives for residential development on the Site. Consequently, this Application is submitted in conjunction with a Prior Approval request to convert the existing office building to residential use under Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

This Application seeks full planning permission for ancillary infrastructure necessary to support the forthcoming residential project, specifically cycle and refuse storage facilities. The proposals involve the removal of the existing uncovered cycle store, which will be replaced by upgraded provision as well a new refuse store.

The proposed cycle storage comprise three separate compounds situated to the west of the existing building, benefiting from dedicated pedestrian access. The cycle stores will comprise enclosed shelters and cumulatively, have capacity to accommodate 116 bicycles.

The proposed refuse storage area is situated to the south-west of the office building and immediately south of the proposed cycle stores. The refuse store will accommodate 10 bins, each with a capacity of 1280 litres. It should be noted additional refuse capacity is accommodated internally at ground floor level. It should be noted planning permission is note sought for the internal provision under this application.

Planning Policy Framework

The statutory Development Plan relevant for the Site comprises the following documents:

- Worthing Local Plan (March 2023); and
- Worthing Local Plan Policies Map (March 2023).

The National Planning Policy Framework ("NPPF") (2023) and Planning Practice Guidance ("PPG") (2024) are also material considerations in the determination of this Application.

According to the adopted Proposals Map, an extract of which is provided in **Figure 2** below, the Site is subject to **allocation A8** (HMRC Offices, Barrington Road) which extends 7.36 ha. The allocation supports development of residential uses, identifying an indicative capacity of *'250 residential units & provision of care home/ sheltered accommodation'*

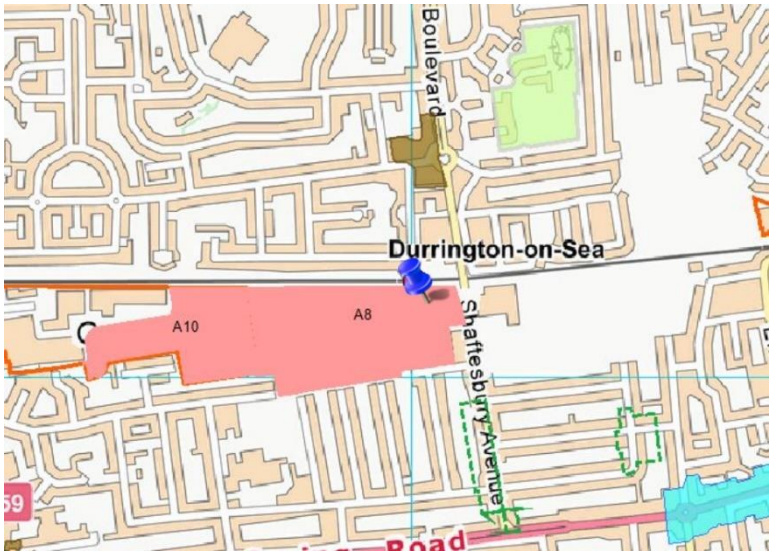

Figure 2: Local Plan Policies Map Extract (2023)

Policy Assessment

Principle of Development

As noted above, this Application is submitted in tandem with an application for Prior Approval which seeks the change of use of the existing office building to residential uses under Schedule 2, Part 3, Class MA of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended).

Therefore, to support forthcoming residential development at the Site, upgraded provision both in respect of cycle and refuse storage is required and being sought through this Application for full planning permission.

Worthing Local Plan **Policy DM15** (Sustainable Transport & Active Travel) states that in order to manage the anticipated growth in demand for travel, 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 local highway network is deemed suitable for cycling, given the relatively low speed limits and flat topography. However, the current on-site facilities are inadequate to meet the needs of future residents and visitors.

According to WSCC Parking Standards, the requirement is 0.5 cycle spaces per dwelling, totalling 58 spaces. The development includes 116 cycle parking spaces, exceeding the standard and enhancing residents' and visitor options for sustainable transportation

The existing refuse storage facilities are insufficient for managing the waste associated with residential development. In principle, the proposed refuse store is considered appropriate.

Design

Chapter 12 of the NPPF and more specifically **paragraph 131** offers guidance in respect to achieving well-designed places that function well and add to the overall quality of the area over the lifetime of the development. Further, new developments should be visually attractive, establish and maintain a strong sense of place, and to create attractive, welcoming, and distinctive places to live, work and visit that are safe, inclusive and accessible.

Local Plan **Policy DM5** (Quality of the Built Environment) requires all new development (including alterations) to:

i) *'be of a high architectural and design quality and respect and enhance the character of the site and the prevailing character of the area. This will include consideration of proportion, form, design, context, massing, siting, layout, density, height, size, scale, materials, detailed design features and landscaping;*

iii) *make a positive contribution to the sense of place, local character and distinctiveness of an area;*

v) *be well built, accessible, fit for purpose, and adaptable to changing lifestyle, demography and climate;*

vi) *include a layout and design which: take account of potential users of the site; create safe conditions for access, egress and active travel (walking and cycling) between all locations; provide good links to integrated public transport; and have acceptable parking arrangements (in terms of amount and layout)*

vii) *make a positive contribution to creating a safe and secure environment by integrating measures for security and designing out opportunities for crime'*

Part d) of **Policy DM5** states that *'Development must reflect government guidance on design and take into account any local design guidance and supplementary planning documents such as design guides and codes. Weight will be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally, so long as they fit in with the overall form and layout of their surroundings.'*

Paragraph 5.69 of the adopted Local Plan, states *'Consideration must be given to both the internal and external design of properties in order to allow sufficient space for both general waste and recycling provision and to provide adequate and safe access for waste storage and collection.'*

Policy DM15 (Sustainable Transport & Active Travel) seeks to promote sustainable travel, requiring new development to provide for an appropriate level of cycle, car parking and electric vehicle space allocations that takes into consideration the impact of development upon on-street parking and accords with West Sussex County Council standards / guidance, promoting provision of car clubs, and requiring development to contribute to the mitigation of air pollution.

The proposals have been informed by relevant design policies outlined in the Development Plan and the Site's local context. In accordance with **Policy DM15**, both the cycle and refuse storage facilities are commensurate with prevailing character, featuring appropriate scales and domestic aesthetics consistent with forthcoming residential use of the Site and its surroundings.

The materials and appearance of both the cycle and refuse stores will reflect the locality's established character, clearly indicating their domestic function. As a result, these structures will adopt a clean and modern aesthetic that is reflective of their intended use.

The proposed cycle and refuse stores are located along the western boundary of the Site, easily accessible from the primary access road. We note the cycle storage location is consistent with existing provisions, indicating that this part of the Site is well-suited for enhanced facilities. To ensure safety, the cycle store features dedicated pedestrian access, with adequate separation from vehicle areas to avoid any potential conflict. Furthermore, the orientation of the cycle store maximises natural surveillance along the pedestrian access route thereby deterring incidents of crime.

The refuse store location allows refuse vehicles to utilise the Site's existing access and enable collections to be undertaken safely and efficiently, entering from the south-west and exiting via the south-east access point. For the refuse store, the proposed layout allows collection vehicles to manoeuvre safely through the Site without impacting highway or public safety. The new storage facilities will offer increased capacity to adequately meet the needs of future residents.

Ultimately, the design of the proposals emphasises both visual and functional quality. The development aligns with local plan policies, ensuring that the design is consistent with the Site's vernacular and the prevailing character of the area.

Amenity

Local Plan **Policy SP3** (Healthy Communities) requires new developments to be *'designed to achieve healthy, inclusive and safe places, which enable and support healthy lifestyles and address health and well-being needs in Worthing.'* Part **a) ii)** of **Policy SP3** states requires proposals to *'protect and enhance safe and accessible active travel routes and Non-Motorised User Routes to enable exercise and physical activity as part of everyday life'.*

Part viii) of Local Plan **Policy DM5** states that development should '*not have an unacceptable impact on the occupiers of adjacent properties, particularly of residential dwellings, including unacceptable loss of privacy, daylight/sunlight, outlook, an unacceptable increase in noise giving rise in significant adverse impacts, or vehicular movements resulting in severe cumulative impacts on the road network, or loss of important open space of public value'*

It should be noted that the proposals are modest in scale and massing, representing proportionate ancillary infrastructure within the broader context of the Site. The proposed stores are positioned in a location that is screened by boundary planting to the west and the existing building to the east, effectively concealing the structures and mitigating any potential visual impact. Notwithstanding, the proposals are modest and therefore will not adversely impact local residential amenity in terms of overshadowing, or intrusive design.

In line with **Policy SP3**, the proposals will provide high-quality cycle parking facilities that support safe and secure bicycle storage for visitors and residents alike, thereby promoting active travel modes.

The proposed refuse store offers a significant improvement over the existing facilities, including necessary enhancements to accommodate residential use. The design and placement of the refuse store are carefully considered to ensure the preservation of future residents' amenity.

Based on the above considerations, the proposals are deemed acceptable from an amenity perspective and comply with relevant planning policies.

Summary and Conclusions

In conclusion, the development proposals aim to enhance the functionality and amenity of the Site for future residents through a considered design approach. The proposals represent essential upgrades to the cycle and refuse storage facilities, forming a key component of the broader residential development plans for the Site.

Given the careful consideration of potential impacts, there will be no adverse effects resulting from these proposals. Therefore, it is recommended that the Council support the development and grant planning permission

Administrative Matters

In order to validate this Application, please find enclosed the following documentation:

- Application form (submitted via Planning Portal ref. **PP-13347158**);
- Covering Letter, prepared by Montagu Evans;

The Following Drawings have been prepared by Brooks Murray Architects:

- 1367.02.001 - Site Location Plan
- 1367.02 - 002 - Existing Block Plan
- 1367.003 – A - Proposed Site Plan
- 1367.02.100 – A - Proposed Cycle Stores
- 1367.02.101 – A Proposed Bin Stores

The Application has been submitted via the Planning Portal under reference **PP-13347158**. The Application fee of **£1,804.00** (including £70 service charge) has been calculated in accordance with the Town and Country Planning (Fees for Applications, Deemed Applications, Requests and Site Visits) (England) Regulations 2012 (amended 2023).

We trust the above and enclosed is in order and will allow you to issue confirmation of the validation of the Application. However, if you have any outstanding queries or should you require any further information, please do not hesitate to contact Sam Stackhouse (07826 947 254 / sam.stackhouse@montagu-evans.co.uk) or Amran Nagra (07584 154 760 / amran.nagra@montagu-evans.co.uk) of this office in the first instance.

Yours faithfully,

Montagu Evans

MONTAGU EVANS LLP