



Planning Statement
Proposed car showroom and workshop

Land East of Roundstone Lane, Angmering

Prepared on behalf of Caffyns Plc.

December 2021

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Planning Statement

Site Name:	Land East of Roundstone Lane, Angmering
Client Name:	Caffyns Plc.
Type of Report:	Planning Statement
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Date:	December 2021

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Planning Statement

1. Introduction

- 1.1 This Planning Statement accompanies a full planning application on behalf of Caffyns Plc, for the development of a 1,315sqm car showroom and workshop with forecourt, on land east of Roundstone Lane and north of Roundstone By-pass, Angmering. The proposal involves the use of the existing access onto Roundstone Lane.
- 1.2 Following the success of the re-location of the Caffyns Audi from Worthing to Arun on the adjacent site at Angmering, Caffyns propose to now move their Volvo dealership into Arun. The existing Caffyns Volvo existing dealership on Palatine Road in Worthing Borough has outgrown its current accommodation. The dealership has been looking for a new premises within Worthing and Arun to continue and expand current operations. This location in Angmering, adjacent to their existing Audi dealership, offers an ideal location to bring another successful business into the District. The application site is part of an area identified for a business and commercial premises through the Development Plan process.
- 1.3 The table below provides a list of the supporting documents that accompany the application:

Document Title	Document Reference	Author
Application Form	PP-10475774	Strutt & Parker
CIL Questions	20 th December 2021	Strutt & Parker
Covering Letter	20 th December 2021	Strutt & Parker
Design and Access Statement	December 2021 vPO4	SRA Architects
Planning Statement	December 2021	Strutt & Parker
Energy Statement	Volvo Angmering Energy Study Addressing Adur District Council Policy ECC SP2	PJR Building Services
Lighting Strategy	C24-11-301	SRA Architects
Lighting Impact Assessment	C24-11-302	SRA Architects
Noise Impact Assessment	P21-517-R01v2 Caffyns Volvo - Noise Impact Assessment	Hepworth Acoustics
Transport Assessment	2021-12-16-Caffyns Angmering-5891-TS02-FINAL	RGP
Travel Plan	2021-12-16 5891 TPS03	RGP
Landscaping Layout	3661-SRA-XX-XX-D-A-09-010-P02 - Landscape Layout	SRA Architects
Preliminary Ecology Appraisal	Roundstone Angmering PEA_issue 4	The Ecology Partnership
Biodiversity Features Plan	3661-SRA-XX-XX-D-A-09-020-P02 - Biodiversity Features	SRA Architects
Drainage Strategy	46357 - Proposed Drainage Strategy_RevA	Eastwood & Partners
Phase 1 Drainage	Section 1 46357-001 - Phase 1 SI Report	Eastwood & Partners
Phase 1 Drainage	Section 2 46357-001 - Phase 1 SI Report	Eastwood & Partners
Phase 2 Drainage	Winter Testing taking place December 2021	Eastwood & Partners
Arboricultural Statement	PJC ref: 5966/21-01 Rev – 15th Nov 2021	PJC Consulting
Arboricultural Impact Ass.	PJC ref: 5966/21-02 Rev - 8th Dec 2021	PJC Consulting
Arboricultural Method Statement	PJC ref: 5966/21-03 Rev – 8th Dec 2021	PJC Consulting

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- 1.4 The table below provides a list of the drawings that accompany the application prepared by SRA Architects:

Document Title	Document Reference	Scale @ A3
Site Location Plan	3661-SRA-XX-XX-D-A-01-001-P02	1:1250
Existing Site Plan	3661-SRA-XX-XX-D-A-01-010-P02	1:500
Proposed Site Plan	3661-SRA-XX-XX-D-A-09-001-P02	1:500
Ground Floor GA Plan	3661-SRA-XX-L0-D-A-04-001-P01	1:100
First Floor GA Plan	3661-SRA-XX-L1-D-A-04-101-P01	1:100
Roof GA Plan	3661-SRA-XX-L2-D-A-04-201-P02	1:100
Proposed East and North GA Elevations	3661-SRA-XX-XX-D-A-05-001-P01	1:100
Proposed South and West GA Elevations	3661-SRA-XX-XX-D-A-05-002-P01	1:100
Proposed Site Context Elevation	3661-SRA-XX-XX-D-A-05-005-P01	1:125
Proposed GA Sections	3661-SRA-XX-XX-D-A-06-001-P01	1:100
Proposed Site Context Section	3661-SRA-XX-XX-D-A-06-005-P01	1:125

2. Site Description

- 2.1 The application site is located east of Roundstone Lane and to the north of the Roundstone Bypass (A259) in Angmering. The application site covers an area of approximately 0.55ha.
- 2.2 The proposed Volvo showroom site covers an area of rough ground to the west of the existing Caffyns Audi development. Until recently, the area accommodated greenhouses. Currently it comprises scattered grasses, shrubs and trees growing through a lined gravel substrate and degraded hardstanding and concrete paths (former foundations of horticultural buildings). Planning permission was granted for the use of this land as an overspill car park to support the Audi dealership in 2018, but this was not ultimately required.
- 2.3 The existing Caffyns Audi dealership to the east of the site comprises of a 2-storey car showroom and workshop with associated parking and valeting bays to the rear. It has two existing vehicular accesses, one onto the main Roundstone Bypass (A259) to the south, and a second for goods vehicles access through the application site to the west onto Roundstone Lane. This access is also used for deliveries to Haskins Garden centre, situated to the east of the wider Caffyns site.
- 2.4 To the south of the site and the Roundstone Lane access, is an existing residential property, Kelston House, which sits in a large well-landscaped plot with established and substantial boundary features.
- 2.5 To the north is the residential development known as Quiet Waters, (A/132/17/OUT and A/81/18/RES). New fencing has been provided to the boundaries of these properties following redevelopment.
- 2.6 To the west of Roundstone Lane is an unrelated commercial car sales forecourt.
- 2.7 The site falls within the settlement boundary of Angmering Village in the Arun Local Plan, the centre of which lies approximately 1km to the north. The Angmering Neighbourhood Plan shows the site to be situated within an Employment Area. The site does not fall within a Conservation Area, National Park or Area of Outstanding Natural Beauty and there are no listed buildings within close proximity. There are no public rights of way within the site.

3. Planning History

- 3.1 Prior to the Caffyns permissions, there were a number of planning applications related to the previous residential and horticultural premises. These are not considered relevant to the current application.
- 3.2 The Caffyns Audi dealership to the west of the application site relocated from Broadwater Road, Worthing to the Angmering site following the grant of permission on 11th October 2016 for a car showroom and workshop with associated access, car parking and landscaping under Appeal ref: APP/C3810/W/16/3151980 (Arun DC ref: A/162/15/PL).
- 3.3 The approved Audi development scheme did not include the area of land subject to this application.
- 3.4 On 24th May 2019, planning permission was granted for the provision of an overspill car park on the site order to provide 67 car parking spaces for the adjacent Audi dealership. These additional spaces were proposed as a temporary substitute for parking spaces compromised whilst widening works on the A259 took place. However, it was not necessary to implement this permission.

Pre-Application Advice

Pre-application advice

- 3.5 As encouraged by paragraphs 39-41 of the National Planning Policy Framework (July 2021) (NPPF), the project team wrote to Arun District Council on 9th April 2021 requesting pre-application advice., The Council's written response was received on the 4th November 2021 (case ref: PAA/51/21).
- 3.6 The officer's response included the following key points:
- The principle of development on the site is considered to be acceptable, as it lies within the built-up boundary and is designated as being within an Employment Area within the Angmering Neighbourhood Plan.
 - The re-location of the Volvo dealership to this location would make a more effective use of under-used employment land, which is supported by the Arun Local Plan and Angmering Neighbourhood Plan.
 - The proposed building is of a scale, form, and design commensurate both to its nature as a commercial building and with its location with other surrounding commercial buildings of similar built form, including the recently developed Audi dealership.
 - Generally, the development and commercial use would relate well to the adjoining uses. However, it was felt by the Council's planning officer that the proposed building ought to be moved further south, with consideration given to the footprint and/or extent of hard

landscaping at the front and side and the impact of noise and light pollution considered as part of the application.

- Any first floor windows proposed on the north elevation should be obscure glazed to minimise impact on privacy for residents at 'Quiet Waters'.
- The Council's Parking SPD does not provide car park or cycle parking standards for Sui Generis uses. Applicant should take the amount of floorspace operating characteristic to A1, office, and B2 use, and apply the Council's parking standards. The provision of electric, disabled, and motorcycle parking spaces will also need to comply with the standards.
- Sustainable construction methods, energy efficiency and energy conservation features and renewable energy sources should be considered. An energy statement and plan should be produced, and electric vehicle parking provided in line with the Council's standards.
- It is suggested that an FRA is submitted and Winter Infiltration testing carried out as the site is prone to groundwater flooding.
- The site is within an area covered by two Tree Preservation Orders. However, the protected trees are outside of the site boundary. As part of the application, an Arboricultural Impact Assessment (inclusive of Tree Survey) and Tree Constraints Plan would be required.
- A Biodiversity Enhancement Plan should be provided to set out the base level of biodiversity on site and how Biodiversity Net Gain will be achieved through biodiversity enhancement measures e.g. installation of bird/bat/hedgehog/inset boxes, log piles, wildflower gardens, ponds etc. as appropriate for this type of development.

West Sussex Highways Pre-application

3.7 Separate pre-application guidance was sought from West Sussex County Council Highways department. On 15th October 2021, a formal response was received from Jamie Brown, a Senior Planner at West Sussex County Council. The response raised little cause for concern. with the following key points being raised:

- The access strategy was accepted, on the basis that visibility can be achieved in line with the posted limit. It was recommended a Speed Survey be undertaken to ascertain 85th percentile road speeds as further justification.
- It was recommended a Stage 1 Road Safety Audit on the Access Strategy be undertaken.
- It was accepted that the TRICS data submitted can be used to support the case that the proposals are unlikely to result in a material increase onto the network which would be considered 'severe'.
- Parking should be in accordance with Arun District Council Standards. Swept path diagrams will be required to demonstrate the layout works for vehicles and delivery vehicles.

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4. Description of Development

4.1 This full planning application is for a Caffyns Volvo car showroom and workshop with vehicle forecourt on land north of Roundstone By-pass, Angmering, with use of the existing access onto Roundstone Lane.

4.2 The proposal comprises:-

- 2-storey car showroom and workshop, to include a MOT and servicing bay and associated staff areas, with space internally for 5no. sales cars.
- A total of 69no. parking spaces comprising a mix of workshop, display and customer parking spaces including an accessible customer space.
- Use of existing shared vehicular access onto Roundstone Lane.
- Hard and soft landscaping and enhancement features to protect nearest residential properties.

5. Planning Policy Context

5.1 This section summarises the national and local policy context relevant to the determination of the proposed development.

5.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that, where the Development Plan contains relevant policies, an application for planning permission should be determined in accordance with the Development Plan, unless material considerations indicate otherwise.

5.3 The National Planning Policy Framework (NPPF) was initially published in March 2012, with the latest version produced in 2021. It sets out the government's overarching planning policies for England and how these are expected to be applied.

5.4 The Development Plan for this part of Arun District includes the Arun Local Plan (2018) and Angmering Neighbourhood Plan. These should be considered together with relevant sections of the National Planning Policy Framework (NPPF) (2021). Relevant policies within each of these plans and relevant to the principle of the development are detailed below.

National Planning Policy Framework (NPPF) – July 2021

5.5 This section reviews the revised NPPF policies relevant to the proposed development. The revised Framework is divided into chapters, and relevant paragraphs are summarised below.

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Chapter 2- Achieving sustainable development

- 5.6 Paragraph 8 confirms that achieving sustainable development means that the planning system has three overarching objectives (economic, social, and environmental), which are independent and need to be pursued in mutually supportive ways.
- 5.7 Paragraph 11 notes that plans and decisions should apply a presumption in favour of sustainable development and for decision-taking this means:
- *“Approving development proposals that accord with an up-to-date development plan without delay; or*
 - *Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
 - *The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
 - *Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”*

Chapter 6- Building a strong, competitive economy

- 5.8 Paragraph 81 states that planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

Chapter 9- Promoting sustainable transport

- 5.9 Paragraph 110 establishes that in assessing specific applications for development, it should be ensured that:
- *“Appropriate opportunities to promote sustainable transport modes can be, or have been taken up, given the type of development and its location;*
 - *Safe and suitable access to the site can be achieved for all users; and*
 - *Any significant impacts from the development on the transport network, or on highway safety, can be cost effectively mitigated to an acceptable degree.”*
- 5.10 Paragraph 111 confirms that development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

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Chapter 11- Making effective use of land

- 5.11 Paragraph 199 requires planning policies and decisions to promote the effective use of land and encourages strategic policies to make as much use as possible of previously-developed or 'brownfield' land.
- 5.12 Paragraph 120 acknowledges that planning policies and decisions should promote and support the development of under-utilised land and give substantial weight to the value of using suitable brownfield land within settlements and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.

Chapter 12- Achieving well-designed places

- 5.13 Paragraph 130 confirms that planning policies and decisions should ensure developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development and to create places with a high standard of amenity for existing and future users.

Chapter 15- Conserving and enhancing the natural environment

- 5.14 Paragraph 174 states that planning policies and decisions should contribute to and enhance the natural and local environment by:
- *"Minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;"...and*
 - *"Remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate."*
- 5.15 Paragraph 179 confirms that to protect and enhance biodiversity and geodiversity, plans should identify and pursue opportunities for securing measurable net gains for biodiversity.
- 5.16 Paragraph 185 confirms that planning policies and decisions should ensure that new development is appropriate for its location taking into account the likely effects of pollution on health, living conditions and the natural environment, and in doing so should mitigate and reduce to a minimum potential adverse impact resulting from noise from new development.

Arun Local Plan – July 2018

- 5.17 The Arun Local Plan 2011-2031 was adopted in July 2018 superseding the Arun Local Plan 2003. The 2018 Local Plan saw amendments to the settlement boundary of Angmering incorporating the site into the built-up area and removing the site from the strategic and local gap. The application site

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now falls within the settlement boundary of Angmering. Relevant Local Plan policies have been identified below.

- 5.18 Policy SD SP1a (Strategic Approach): This policy encourages the effective use of Previously Developed Land provided it is not of high environmental value. At a strategic level the District seeks to support job creation, provide for the needs of modern business, increase the attractiveness of the District as a business location and support the economic development of the coastal market area by providing land for economic growth.
- 5.19 Policy SD SP2 (Built-Up Area boundary): Permits development within the built up area boundary subject to consideration against other policies in the plan.
- 5.20 Policy EMP DM1 (Employment Land: Development Management): The Plan seeks to enhance existing employment sites and premises to maintain a supply of good quality commercial premises. Support will be given to appropriate proposals which make more efficient use of under-used employment sites and premises.
- 5.21 Policy DDM1 (Aspects of form and quality of design): Proposals should reflect and improve on the character in terms of its scale, massing, aspect, siting, layout, density, building materials (colour, texture), landscaping, and design features.
- 5.22 Policy DSP1 (Design): Requires development proposals to make efficient use of land whilst reflecting the characteristics of the site and local area in their layout, landscaping, density, mix, scale, massing, character, materials, finish and architectural details. Major development should include a Design and Access statement.
- 5.23 Policy ECC SP1 (Adapting to Climate Change): Development should be appropriately designed to adapt to impacts of climate change including consideration to location, water efficiency, ventilation, solar gain, SUDs etc.
- 5.24 Policy ECC SP2 (Energy and Climate Change Mitigation): Development will be expected to promote energy efficiency. All major developments must produce 10% of the total predicted energy requirements from renewable or low carbon energy generation on site, unless it can be demonstrated that this is unviable.
- 5.25 Policy ENV DM4 (Protection of Trees): Development should be planned to take a comprehensive view of tree issues at an early stage in the design process and that development works do not have a negative impact on existing trees.

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- 5.26 Policy ENV DM5 (Development and Biodiversity): Biodiversity should be protected through ensuring appropriate surveys and mitigation measures are taken where necessary. Development should seek to achieve a net gain in biodiversity in the first instance.
- 5.27 Policy QE DM2 (Light Pollution): safeguards against outdoor lighting from new development from causing light pollution and requires proposals which involve outdoor lighting to be accompanied by a lighting scheme.
- 5.28 Policy QE SP1 (Quality of the Environment): Development should contribute positively to the quality of the environment and should not have a significantly negative impact upon residential amenity, particularly in relation to noise and light impacts.
- 5.29 Policy QE DM1 (Noise Pollution): Requires that developers of commercial premises that could generate noise, should provide a noise assessment to demonstrate the existing noise levels, and the likely impact of the proposed development upon the noise environment. The report must also demonstrate that the development meets appropriate national and local standards for noise, as set out in Annex 1 of the Planning Noise Advice Document: Sussex, and mitigation measures provided to ensure noise is managed to an acceptable level.
- 5.30 Policy T SP1 (Transport and Development): Requires development to ensure that growth in the District strengthens Arun's economic base development should amongst other things; provide safe access on to the highway network, accommodate the efficient delivery of goods and supplies, create safe and secure layouts and incorporate facilities for charging electric and plug-in hybrid vehicles. A Transport Assessment and Travel Plan should be provided to demonstrate the impacts on the local and strategic network.
- 5.31 Policy T DM1 (Sustainable Travel and Public Rights of Way): Developments should make provision for cycling and pedestrian facilities to meet the County Council Parking Standards, including cycle storage, convenient and secure cycle parking.
- 5.32 Policy W DM1 (Water Supply and Quality): Development should make active use of surface water as a design feature and encourages water efficiency measures. Major developments must demonstrate that where they materially increase foul and/or surface water discharges, adequate drainage capacity exists or can be provided as part of the development.
- 5.33 Policy W DM2 (Flood Risk): Development should seek to ensure flood risk to development is reduced and managed.

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- 5.34 Policy W DM3 (Sustainable Urban Drainage System): All development must identify opportunities to incorporate a range of Sustainable Urban Drainage (SUDs) systems. These features may include green roofs, permeable driveways, soakaways, water harvesting such as water butts etc.
- 5.35 Policy W SP1 (Water): Development should make active use of surface water as a design feature and encourages water efficiency measures.

Angmering Neighbourhood Plan 2014-2029

- 5.36 Policy ER2 (Local Employment): Protects the loss of employment space and seeks to retain and positively support employment land provision. The Neighbourhood Plan shows the site to be situated within an Employment Area to be retained for employment use and used to support employment in the local area.
- 5.37 Policy EH3 (Flood Prevention): Seeks to ensure protection from flooding and prevent increase of flooding with use of SUDs where appropriate.
- 5.38 Policy HD1 (Built-Up Area Boundary): Development of Angmering village shall be focused within the Built-up Area Boundary and will generally be permitted subject to meeting other policies in the Plan.
- 5.39 Policy HD4 (Materials): Where appropriate, new developments should seek to reflect local materials and features evident in the immediate surrounding area.
- 5.40 Policy HD5 (Built Form): New developments must properly demonstrate how they have considered the impact of the proposed built form on their surroundings.
- 5.41 Policy HD8 (Parking for New Developments): The Plan supports the WSCC parking standards and encourages all new development to follow them.

6. Planning Assessment

6.1 This section reviews each of the relevant matters to be considered in the determination of this application, provided under the following sub-headings:

- a) Principle of Development;
- b) Design and Layout
- c) Traffic, Access and Parking;
- d) Arboriculture;
- e) Ecology;
- f) Flood Risk, Surface Water and Foul Water Drainage;
- g) Sustainability
- h) Lighting and Noise
- i) Residential Amenity

a) ***Principle of Development***

6.2 Policy SD SP2 of the Arun Local Plan permits development within the built up area boundary whilst Policy SD SP1a seeks to support bringing forward suitably located land for economic prospects and encourages the effective use of Previously Developed Land provided it is not of high environmental value. This is in accordance with the aims of the revised NPPF which seeks to enhance the local environment through the re-use of brownfield and previously developed land. The site was previously in use as part of a garden centre operation and has previously developed characteristics as noted in the site description above.

6.3 Policy HD1 of the Angmering Neighbourhood Plan also seeks to focus development within the built-up area and identifies the site as being in an area allocated for employment. Policy EMP DM1 of the Arun Local Plan seeks to enhance existing employment sites and premises to maintain a supply of good quality commercial premises indicating that support will be given to appropriate proposals which make more efficient use of under-used employment sites and premises. Paragraph 81 of the NPPF confirms that significant weight should be placed on the need to support economic growth and productivity.

6.4 The site therefore lies within the defined built-up area and on allocated employment land and as such the principle of commercial development for employment on this site is considered to be acceptable. Within Policy EMP DM1 it recognises that the Council positively encourage the relocation of existing firms wishing to expand within Arun District. The new Volvo dealership would replace the existing premises in Worthing, bringing a further, well-established business into Arun creating a number of

additional jobs in the locality. It will make efficient use of previously developed land within the built-up area and within an area identified for employment and commercial development in line with local and national policy.

b) High Quality Design and Layout

- 6.5 Paragraph 130 of the NPPF notes that planning policies and decisions should ensure developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development and to create places with a high standard of amenity for existing and future users. Local Plan Policy DDM1 requires proposals to reflect and improve on the character in terms of its scale, massing, aspect, siting, layout, density, building materials (colour, texture), landscaping, and design features. Policy DSP1 requires development proposals to make efficient use of land whilst reflecting the characteristics of the site and local area in their layout, landscaping, density, mix, scale, massing, character, materials, finish and architectural details. Policies HD4 and HD5 of the Angmering Neighbourhood Plan refer to the importance of materials and built form reflecting its setting.
- 6.6 Careful consideration has been given to the scale of the building and its location within the plot to ensure that new building makes efficient use of the land whilst ensuring that it is in keeping with the surrounding buildings and does not have a negative impact on residential amenity.
- 6.7 Following the pre-app response from the District Council, the building has been relocated further to the south and further tree planting and structural landscaping enhancements are now proposed along the boundary with the residential development to the north. The area of hardstanding has reduced commensurately. The height of the building (from parapet to finished floor level) is comparable to the height of the residential houses to the north. However, the relative levels mean that the building is located is approximately 2 metres below that of the adjacent Quiet Waters development due to a drop in land levels. This can be seen on the site context sections plan and is explored further in the residential amenity section below and in the accompanying Design and Access statement prepared by SRA Architects.
- 6.8 The primary facade faces Roundstone Lane to utilise the road frontage opportunity. The new pedestrian walkways are clearly defined by the use of grey block paving and a new pedestrian link created to connect with the footpath on the west of Roundstone Lane to reflect Safety Audit recommendations. In the centre of the site, low level shrub planting will be provided adjacent to the customer parking area. This will frame the space, prevent cut throughs and will be coordinated with security hoops in order to ensure a secure site can be maintained.

- 6.9 The appearance of the building is commensurate to the surrounding commercial buildings. The showroom will feature areas of curtain walling. The glazing frames will have a powder coated finish in a dark grey and the workshop is clad in dark grey composite panels. Further details on the appearance is contained within the enclosed Design and Access statement.

c) Traffic, Access and Parking

- 6.10 Para 110 of the NPPF states in assessing specific applications for development it should be ensured that (b) safe and suitable access to the site can be achieved for all users. Para 111 of the NPPF states development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 6.11 A separate pre-application enquiry was undertaken with WSCC Highways. They raised no concerns regarding the principle of development and proposed access arrangements, although a Road Safety Audit and additional traffic survey were requested and Arun DC requested that a Travel Plan should also be provided.
- 6.12 Policy T SP1 and SP3 seeks to ensure that a Transport Assessment is provide to demonstrate the impacts on the local and strategic network and that the A259 Roundstone Bypass Improvement will be protected. The proposal will use the existing access onto Roundstone Lane and will not impact the A259 corridor improvement which includes the dualling the carriageway between Junction 9 (Station Road Roundabout) and Junction 11 (A280/A259 Roundabout). The enclosed Transport Assessment provided by RGP demonstrates that the development can provide safe access on to the highway network, accommodate the efficient delivery of goods and supplies, create safe and secure layouts in accordance with the requirement of local policy T SP1. From time to time large, articulated vehicles (including car transporters) will require access to the site. These movements can be comfortably accommodated within the existing workshop car park which is under Caffyns' control,
- 6.13 Facilities for charging electric and plug-in hybrid vehicles have been included in the scheme as explored further below in the sustainability measures. A Travel Plan has been provided to demonstrate the impacts on the local and strategic network and measures to promote sustainable travel. The site benefits from good accessibility by public transport, including bus services within walking distance of the site. The location provides convenient access to frequent public transport services which would provide staff and some visitors with numerous opportunities to travel by sustainable modes.

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- 6.14 Policy T DM1 requires development to make provision for facilities for sustainable modes of transport such as cycling, to meet the parking standards, including cycle storage. Sufficient cycle parking would be provided to meet likely demand on the site, including 4 spaces for staff and 2 for visitors.
- 6.15 Angmering Neighbourhood Plan area referred to in policy HD8. The ADC Parking SPD (2020) supersedes the WSCC parking standards and sets out the parking standards for development in the District. In the District Council's pre-application response, it was noted that the Council's Parking SPD does not provide car park or cycle parking standards for Sui Generis uses, although it does for B1a and B2. The proposed car parking provision has therefore been assessed with regards to comparable WSCC and ADC's parking standards and RGP's experience of similar Caffyns' sites. Use Class E for Commercial, Business and Services would generate a requirement of approximately 42 spaces for the proposed car showroom (1,262sqm GIA).
- 6.16 On this basis the parking was calculated as follows:

Vehicle Parking	Proposed No.
Display	36
Customer parking Plaza	8 (incl 1no. accessible)
Service	20
Demonstrator	5
Total	69

- 6.17 The car parking arrangements include changes to the existing Audi parking compound. An adjustment of spaces means that in total 4 new spaces will be created in this area, with 20 allocated to Volvo. The demand on this compound changes periodically and Caffyns are confident that they can accommodate both brands in parallel. There is a storage compound in close proximity which will add further support.
- 6.18 On the basis of the findings within the Transport Statement it is considered that there are no residual or severe cumulative impacts in terms of highway safety or the operational capacity of the surrounding transport network and the proposal complies with local policy and the guidelines within para. 111 of the NPPF.

d) Arboriculture

- 6.19 Policy ENV DM4 of the Arun Local Plan seeks to ensure that development is planned to take a comprehensive view of tree issues at an early stage in the design process and that development works do not have a negative impact on existing trees.

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- 6.20 An Arboricultural Survey including Tree Constraints Plan, Impact Assessment and Method Statement has been prepared by PJC Consultancy.
- 6.21 A total of eight trees were surveyed within the site. A number of third party trees on the northern boundary are protected by Tree Preservation Orders, entitled TPO/A/17 and TPO/A/3/17. None of the protected trees fall within the application site (all are/were located beyond the northern boundary) nor will they be affected by the proposed development. The proposed site layout involves construction of a retaining wall within the root protection area of tree T8. Due to the condition and vigour of the tree, it has been concluded in the Arboricultural Impact Assessment that the works are unlikely to adversely affect the tree.
- 6.22 All of the on-site trees were recorded as having a low landscape value and PJC recommend that they could reasonably be felled if they were a constraint to the design. Trees requiring removal to facilitate the proposed development comprise 2 category B trees, 2 category C trees and 1 category U tree. All other arboricultural features will be retained and incorporated into the proposed site layout. The loss of these trees will be mitigated by replanting during the soft landscaping phase.
- 6.23 PJC have set out a method statement to ensure that trees are protected where necessary throughout the development. Tree protection fencing will be installed along the northern boundary as shown on the plan within the Arboricultural Method Statement.
- 6.24 The pre-application response from the Council encourages the retention of the small Category B Beech tree. This is location directly adjacent to the access and forecourt. The impact of this hardstanding on the RPA and likely regular pruning would be incompatible with the longer term retention of the tree. It is a young tree and its loss could be mitigated with replanting during the soft landscaping phase.

e) Ecology

- 6.25 Proposals are required to be completed in accordance with Local Plan policies ENV DM1 and DM2 under which proposals must not have any adverse direct or indirect impacts on land with the designated features of any Site of Biodiversity. The site does not fall within any ecological statutory designations and there are none within 2km. The closest statutory designations are the Climping Beach SSSI and West Beach LNR which are c. 5 km from the site's red line boundary. Pagham Harbour SPA and SSSI is located over 19km west of the site. Due to the nature of the development and the distances involved, no significant direct or indirect impacts are anticipated as a result of the proposed development.

- 6.26 A preliminary ecology survey was undertaken as part of the car park temporary permission. It was found that there are no important ecological features present within/adjacent to the site. The existing site consists of hardstanding and gravel substrate which has limited ecological value. The most ecologically valuable habitats are the scattered trees, scrub, semi-improved grassland and tall ruderal vegetation but this is considered to be only of site value. Recommendations have been made to retain and enhance the scattered trees close to the site boundaries where possible and through the use of supplementary planting.
- 6.27 It was found that there was limited potential foraging, commuting and refuge opportunities for protected species. Rabbit droppings and two foxes were observed on site and it is likely that mammal holes are present within the scrub on site. The necessary precautionary measures have been set out within the accompanying report. Given the extent of the undergrowth, the site was found to have some potential to support nesting birds and foraging and commuting bats.
- 6.28 Policy ENV DM5 states that Biodiversity should be protected through ensuring appropriate surveys and mitigation measures are taken where necessary. Development should seek to achieve a net gain in biodiversity in the first instance. Newly formed landscaped areas around the new car show room will be planted with a variety of native species including shrubs and bare soil sown with wildflower seed mixes. New tree planting can be incorporated into the scheme, particularly around the site boundaries, including to the south of the access road, and along the northern edge. Further enhancements features are proposed on both sides of the access road and include Bee posts, Insect hotels and towers and nest boxes (see Biodiversity Enhancements plan). Climbing plants can be grown onto trellis around the edges of the site and on fences.

f) Flood Risk, Surface Water and Foul Water Drainage

- 6.29 Policy W SP1, W DM1, W DM2, W DM3 of the Local Plan and EH3 of the Neighbourhood Plan requires development to make active use of surface water as a design feature and encourages water efficiency measures and to ensure flood risk is reduced and managed. Major developments must demonstrate that where they materially increase foul and/or surface water discharges, adequate drainage capacity exists or can be provided as part of the development.
- 6.30 A Phase 1 survey and Drainage Strategy has been compiled for the site based on the existing data and design parameters used for the adjacent Audi premises. For the adjacent development, winter groundwater monitoring was undertaken between January and May 2016. The results showed that the highest recorded water level was 3.3m below ground level. It is anticipated that a similar water level will be present within the application site. This, together with a review of the surface water management at the Quiet Waters Close scheme immediately to the north, suggests that it is highly likely that disposal by soakaways will be viable.

- 6.31 The submitted drainage design philosophy and initial design layouts and details etc. demonstrates an achievable scenario. These will, however, be supported through the provision of winter infiltration testing. Phase II trial pit excavations and winter infiltration testing are to be carried in the near future (commencing December 2021) to confirm and establish an appropriate infiltration rate to be used within the detail design of the soakaways. Infiltration testing will need to be assessed on site to determine if traditional chamber soakaways will be a viable method of drainage for the proposed development.
- 6.32 The site falls entirely within Flood Zone 1 and accommodates less than 1ha. For this reason, an FRA is not required, however, given the area is susceptible to groundwater flooding, further winter groundwater monitoring and winter infiltration testing is proposed in order to ensure that there is capacity in the system to contain below ground level the 1 in 100 year storm event plus 40% on stored volumes, as an allowance for climate change.
- 6.33 Investigation by mechanically dug trial pits would be the preferred method of investigating the soils on site, as this allows a larger volume of soil to be viewed. Any potential pollutant linkages presented would need to be investigated by means of soil analysis. Geotechnical testing can be carried out on any clay soils unearthed, to determine their volume change potential.

g) Sustainability and Energy

- 6.34 Policy ECC SP1 of the Arun Local Plan require proposals to be appropriately designed to adapt to impacts of climate change including consideration to location, water efficiency, ventilation, solar gain, SUDs etc.
- 6.35 Policy ECC SP2 (Energy and Climate Change Mitigation): Development will be expected to promote energy efficiency. All major developments must produce 10% of the total predicted energy requirements from renewable or low carbon energy generation on site, unless it can be demonstrated that this is unviable.
- 6.36 The use of sustainable construction methods, energy efficiency and energy conservation features and renewable energy sources (e.g. decentralised energy systems, insulation, solar panels, mini wind turbines, rainwater harvesting, air source heat pump, low flow/flush toilets etc.) have been all been considered and designed into the scheme.

An Energy Statement and Plan has been prepared by PJC and sets out the sustainable construction methods (including the use of local and sustainably sourced materials), energy conservation/efficiency measures and renewable energy sources. At least 10% of the energy supply of the development must be secured from decentralised and renewable or low carbon energy

sources (as described in the glossary at Annex 2 of the NPPF and Local Plan Policy ECC SP2). The assessment demonstrates that the energy consumption of the building could reduce by 10.2% as a result of the incorporation of 14kWp of PV panels on the roof. The panels will cover 82sqm of panelling. The layout of this array will be designed by a specialist, but will be roof mounted and below the parapet and therefore not visible from ground level.

- 6.37 Four Electric Vehicle Charging Points are to be provided as per the ADC Parking Standards to promote the use of electric vehicles and reduce carbon emissions. They will serve customer spaces and the demonstration spaces on the other side of the fence.

h) Lighting and Noise

- 6.38 Policy QE DM2 safeguards against outdoor lighting from new development from causing light pollution. A lighting impact assessment has been prepared to assess carefully the predicted light spill internally and externally from the development (drawing: K7393ext - Volvo Worthing Model (1)). The full lighting scheme is submitted with the application.
- 6.39 Following pre-application response from the District Council, the building was moved further to the south away from the new housing development to the north known as 'Quiet Waters'. The improved distances and intervening features and planting reduces the impact. The Lighting Impact Assessment shows minimal impact to the nearest residential properties at Quiet Waters to the north and Kelston House to the south. It is expected that similar conditions to the adjacent Caffyns Audi site would be applied in respect of the hours of illumination.
- 6.40 The outdoor lighting will include external security sensor lighting and pole mounted subdued lighting for CCTV security throughout the night. Both will be timer and sensor operated angled down away to avoid impact on adjacent occupiers.
- 6.41 Policy QE DM1 of the Arun Local Plan requires that developers of commercial premises that could generate noise, should provide a noise assessment to demonstrate the existing noise levels, and the likely impact of the proposed development upon the noise environment. The NPPF requires development should '*aim to avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development*'.
- 6.42 A Noise Impact Assessment prepared by Hepworth Acoustics considers the noise that will be generated from the site. A background noise survey was undertaken at the site during a period that is representative of proposed operational hours. A survey of typical operational noise levels has been undertaken at a similar development to that proposed: Caffyns Volkswagen dealership and servicing centre at Worthing.

- 6.43 Based on the provisions of BS 4142, it is recommended that the rating level for noise associated with the proposed development should not exceed the existing background noise level. It was found that the general site noise and movements would be acceptable.
- 6.44 When considering the noise generated by proposed building services plant, in terms of the proposed condenser units, the published noise emissions indicate that the site would benefit from some noise mitigation measures. The precise means of achieving the required level of noise reduction will be a detailed design matter and can be controlled through a suitably worded planning condition. There are a number of potential means of achieving the required level of noise reduction, including the introduction of localised proprietary acoustic screening around the plant, of sufficient height to preclude the line-of-sight to the equipment from any near-by habitable room windows. Alternatively, the units could be situated within a proprietary acoustic enclosure, or by the fitting of proprietary bespoke bolt-on attenuator kits, which are available for these type of units.

i) Residential Amenity

- 6.45 NPPF para 130 requires decisions to create places with a high standard of amenity for existing and future users. At a local level, Policy D DM1(3) of the Arun Local Plan requires development to have minimal impact to users and occupiers of nearby property/land e.g. by avoiding significant loss of sunlight, privacy and outlook and unacceptable noise and disturbance. Policy QE SP1 requires that all development contributes positively to the quality of the environment and will ensure that development does not have a significantly negative impact upon residential amenity. The Angmering Local Plan Policy ER2 states *'Any new businesses proposed must demonstrate that its existence and operations will not adversely affect the community in either practical or amenity terms'*.
- 6.46 Careful consideration has been given to the location of the building and its location within the plot to ensure that the new building does not have a negative impact on the nearest residential amenity. In particular, the workshop area has been sited to the rear of the site, with the workshop doors opening away from the nearest residential properties.
- 6.47 As set out in the design section above, following a pre-application response from the District Council, the building has been relocated to the south and further tree planting and structural landscaping enhancements proposed along the boundary with the residential development to the north. The general height of the building is comparable to the height of the residential houses to the north. However, the relative levels mean that the proposed site where the building is located is approximately 2 metres below that of the Quiet Waters development due to the drop in land levels. This significantly reduces the potential impact on residential amenity and light levels. The dwellings are set far enough away from the proposed building so as to not give rise to any harmful overshadowing, overlooking or other demonstrable harm relating to their residential amenities. This is

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explored further in the residential amenity section below and the accompanying Design and Access statement prepared by SRA Architects.

- 6.48 In terms of overlooking and privacy, there are no proposed windows at first floor level on the north elevation of the new building. The ground level of the building is set well below the level of the residential development at Quiet Waters and as such no direct views will be available through the vegetation. On the southern elevation facing towards Kelston House (beyond the site access and landscaping buffer) the double height glazing is at a sufficient distance with plenty of intervening landscape features as to not result in any significant overlooking or loss of privacy.
- 6.49 The impact on neighbouring residents has been considered carefully, particularly in relation to noise and light disturbance. Neither has been found to have a detrimental impact on residential amenities subject to appropriate mitigation measures including acoustic fencing and increased screening and planting which can all be controlled through appropriately worded conditions.

7. Conclusions

- 7.1 Strutt & Parker apply on behalf of Caffyns Plc, for planning permission for the development of a new Volvo dealership on land east of Roundstone Lane, to the rear of the existing Caffyns Audi site, north of Roundstone By-Pass (A259), Angmering.
- 7.2 Following the success of the re-location of the Caffyns Audi from Worthing to Arun on the adjacent site at Angmering, Caffyns propose to now move their Volvo dealership into Arun. The existing Caffyns Volvo existing dealership on Palatine Road in Worthing Borough has outgrown its current accommodation. This location in Angmering, adjacent to their existing Audi dealership, offers an ideal location to bring another successful business into the District. The proposal would include a showroom with forecourt area with use of the existing access onto Roundstone Lane.
- 7.3 It is considered the development would be acceptable given it forms a redevelopment of an area of previously developed land within the settlement boundary and a designated employment area, that does not hold any special ecological or environmental value.
- 7.4 Amendments were made to the project following pre-application advice from the Council to address concerns regarding impact on neighbouring amenities and a full suite of reports including recommended mitigation measures have been identified to ensure the development can be successfully accommodated within the site.