



**WORTHING BOROUGH
COUNCIL**

**Planning Committee
14 March 2018**

Agenda Item 5

Ward: ALL

Key Decision: ~~Yes~~ / No

Report by the Director for Economy

Planning Applications

1

Application Number: AWDM/1518/17

Recommendation – Refuse

Site: 22 Lyndhurst Road, Worthing

Proposal: Demolition of existing building and erection of three to four-storey block of 30 flats comprising 4no. one-bedroom, 24no. two-bedroom and 2no. three-bedroom units all with balconies with provision of bin and cycle storage and under croft access to car parking area, new vehicular access onto Lyndhurst Road and removal of trees and associated landscaping.

2

Application Number: AWDM/0151/18

Recommendation – Approve

Site: Car Park Multi Storey Car Park, Railway Approach, Worthing

Proposal: Construction of a 66 space temporary public car park with 3no. 3m high lighting columns on the approximate footprint of the demolished Teville Gate multi-storey car park using the existing vehicular access from Railway Approach with 2.4m high palisade fencing with lighting along the northern boundary and realignment of the existing solid hoarding with lighting along the southern boundary.

3

Application Number: AWDM/1957/17

Recommendation – Approve

Site: 88 Bramley Road, Worthing

Proposal: Change of Use from private residence to independent psychology practice for a temporary period of 5 years.

4

Application Number: AWDM/1505/17

Recommendation – Approve

Site: 19 Winchester Road, Worthing

Proposal: Conversion of existing dwelling house to create 4no. flats comprising 3no. two-bedroom and 1no. one-bedroom flats with raised patio areas for each of the two ground floor flats and balconies above the existing rear extension for the two first-floor flats all on the rear (south) elevation and associated alterations to windows and doors, bin and bike storage and provision of six car parking spaces on existing frontage.

5

Application Number: AWDM/1878/17

Recommendation – Approve

Site: Multi Storey Car Park, High Street, Worthing

Proposal: Replacement glazing to north, south and west elevations of the west lift tower and staircase.

6

Application Number: AWDM/1981/17

Recommendation – Approve

Site: 3 Palma Court, Manor Road, Worthing

Proposal: Relocation of front door to Flat 3, blocking up of existing kitchen door and bathroom window and extend canopy over front door (north elevation).

Application Number: AWDM/1518/17

Recommendation – Refuse

Site: 22 Lyndhurst Road Worthing West Sussex

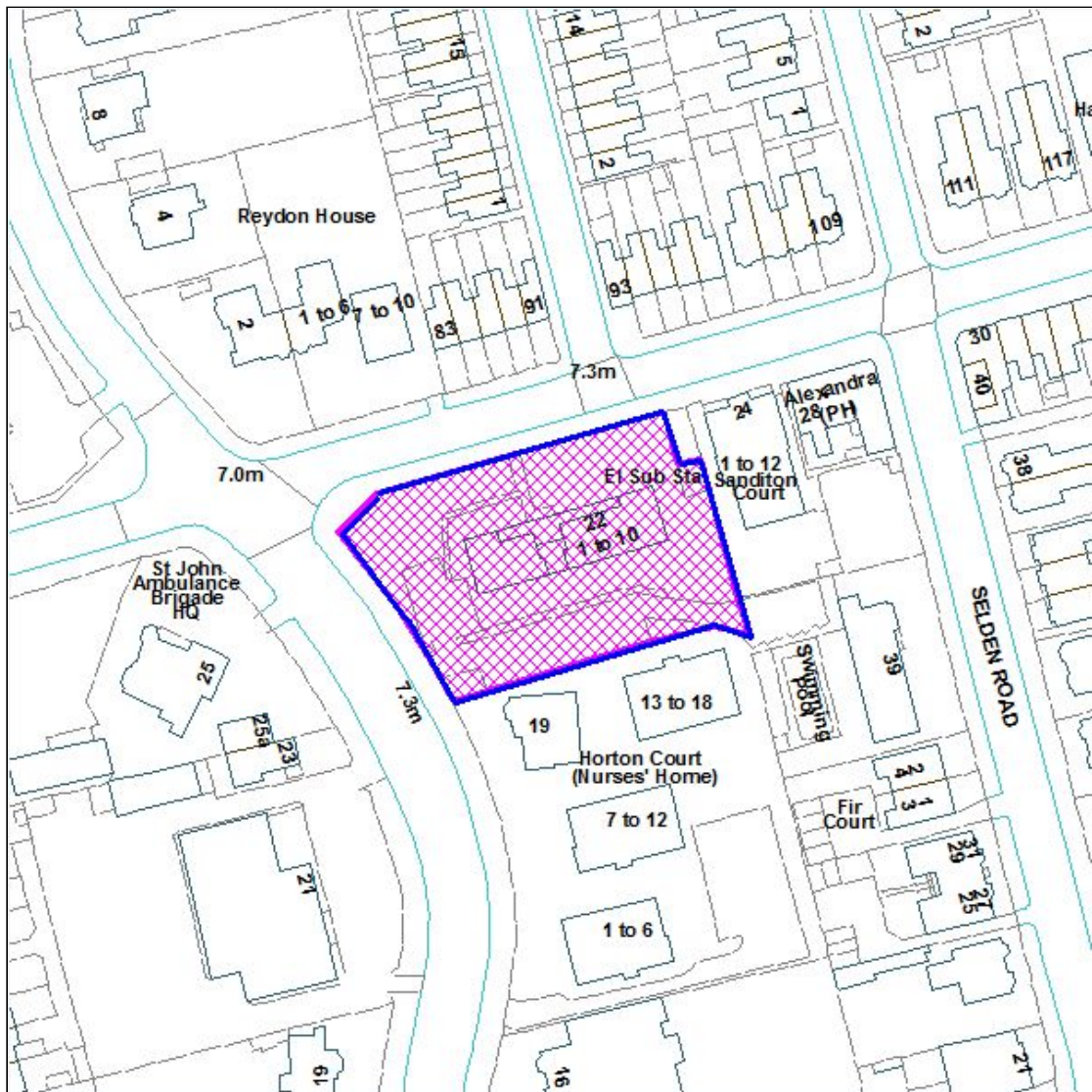
Proposal: Demolition of existing building and erection of three to four-storey block of 30 flats comprising 4no. one-bedroom, 25no. two-bedroom and 1no. three-bedroom units all with balconies with provision of bin and cycle storage and undercroft access to car parking area, new vehicular access onto Lyndhurst Road and removal of trees and associated landscaping.

Applicant: Roffey Homes

Ward: Selden

Case

Officer: Peter Devonport



Not to Scale

Site and Surroundings

This 0.25 site is situated on the SE corner of Lyndhurst Road and Farncombe Road, quite close to the town centre and diagonally opposite Worthing Hospital.

Directly opposite (north) are mainly, short terraces of turn of the twentieth century (two storey) houses mostly faced in render (but with some flint), some converted to flats and a few shops, with more inner suburban housing behind. They are set back from the road.

To the east at No 21 is a modern two storey (with accommodation in mansard style roof) small block of flats in Victorian style (faced in render, classical porch, canted bays and cornice) and set forward. Parking is behind and separated partly by its vehicular access and an electricity sub-station. The boundary is marked by tall walls and fence, and, for much of the length, tall shrubs. Beyond this, fronting Lyndhurst Rd is an attractive Victorian pub and short parade of shops.

To the south, fronting Farncombe Road, is Horton Court, a group of four buildings comprising nurses' HMO accommodation and some NHS offices, set in landscaped grounds. The closest is an original two storey Victorian detached villa (22 Lyndhurst Rd), characteristic of the villas that prevail to the south in Farncombe Road, designed in Classical style, with shallow hipped slated roof, stucco walls, canted bays, eaves cornice, string courses, sash windows and porch and set back from the road. It is used as meeting room/offices on the ground floor with HMO above but is notable for being arranged at an angle, with a large tree in its front garden. Originally two other villas stood to the south and the southern-most survived until 1991 when a later extension to No. 22 was demolished and the broader site was redeveloped to provide three, larger, blocks designed in simplified period style as villas with three floors of accommodation. These sit to the south and east of No. 22. The Victorian villa (22 Lyndhurst Road), and the reproduction building to the east (block A) are very close to the boundary with the application site which is formed by a medium height fence. Their northern windows face the site.

To the west, across Farncombe Road and angled to face the crossroads, is the two and three storey St Johns Ambulance centre (No. 25), a notable, turn of the twentieth century detached building in gothic style with turret, gables and banded brickwork. It is set back from the corner in a spacious plot. Sandwiched between this and an incongruous, five storey block of 1970s offices to the south (No. 21), is an early Victorian flint cottage (No. 23).

The general character of Farncombe Road is notable for the set-back building line and broad verges, generous spacing between the villas, low street boundary walls and large street trees.

The Hospital begins just to the west of Homefield Road at the crossroads with Lyndhurst Road and Farncombe Road. The closest building is a large two storey building, well set back from the road and featuring several large trees close to the street boundaries.

To the SE in Selden Road is a newly converted and extended three storey block of flats and its rear car park which is bounded at this point by a tall wall.

The application site comprises a three storey, centrally sited 1970s long block, with extensive landscaping on both road frontages and large rear and part side, 30 space car park. Prior to the construction of the block, the plot was open land. The landscaping features a number of mature trees, including a very distinguished Monterrey Cypress on the eastern frontage which is the subject of a Tree Preservation Order. The road frontage boundary is an attractive low flint wall supplemented by a hedge along the Farncombe Road frontage and there are several street trees. Access to the car park is from Farncombe Road close to the southern boundary. There is an additional pedestrian access from Lyndhurst Road.

The existing block has a pitched roof and is faced in brick with weatherboard panelling. Its principal windows face north and south; high level flank windows only serve bathrooms. The building was constructed as purpose built accommodation for Worthing Hospital staff in 1971 as Crown development. It comprised some 41 bedsits arranged around communal kitchens, bathrooms and lounges in nine "flats", together with a collective laundry. The "flats" were effectively small HMOs, nurses sharing all living facilities. The ground floor was converted to NHS offices in late 2009 following grant of temporary five year permission personal to the Hospital Trust at the expense of 10 bedsits (3 "flats").

The whole of the property was vacated at the beginning of 2015 after having been declared surplus by the NHS and sold off but is being fitted out to provide short term accommodation for the homeless following granting of temporary five year permission in January under AWDM/1612/17. Works on the implementation of the permission have begun.

The site is flat and slightly irregular in shape due to the substation eating in to its eastern corner and the sharp configuration of the Lyndhurst and Farncombe Roads corner.

The property is in The Farncombe Road Conservation Area who's eastern and northern boundaries follow that of the application site but the Conservation Area includes the whole of Farncombe Road. There are no statutorily listed building closeby. The site is also in a Controlled Parking Zone. There are parking bays along the Lyndhurst Road frontage and part of the Farncombe Road frontage beyond the double yellow lines of the road junction. Double yellow lines run along the north side of Lyndhurst Road. Street trees feature prominently along Farncombe Road, including outside the site.

Planning History

627/71 - Construction of 3 storey building to provide residential accommodation for Worthing Hospital Circular 100. No objections.

09/0881/FULL - Change of use of ground floor from residential accommodation to new office space to facilitate the decant for an Endoscopy Department enlargement. STATUS: CCN 8th December 2009.

AWDM/0170/15 - Certificate of Lawfulness for proposed use of Worthing Hospital staff accommodation building for private residential purposes (9no. self-contained flats).

STATUS: Application returned

AWDM/1612/17 - Temporary change of use of existing building for a period of up to 5 years from former NHS offices and nurses' accommodation to 37-bedroom short-stay accommodation for local single homeless persons on first and second floors and 1no. three bedroom flat and offices for use by Worthing Churches Homeless Project on the ground floor. Replacement and new windows and doors, blocking up of covered walkways on north and south elevations and part shiplap cladding to all elevations Approved January 2018

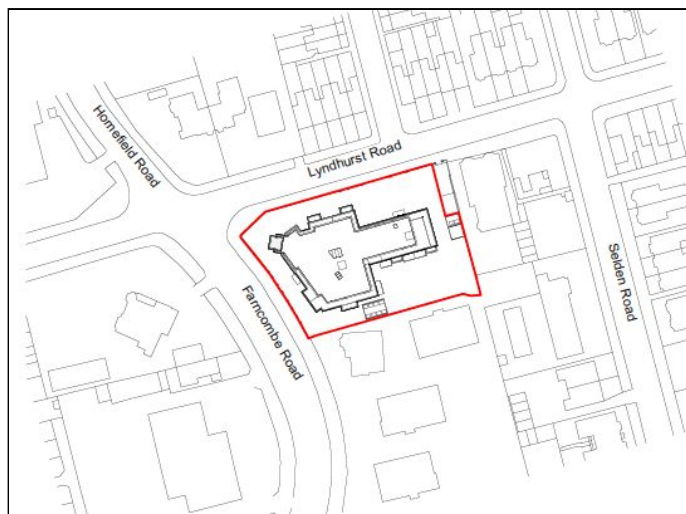
Proposal

The proposal is to demolish the existing building and construct a new mainly four storey, single block of 30 market flats whose occupation is to be restricted to the over 55s.

The proposal was submitted in parallel with the now approved application (AWDM/1612/17) by Worthing Churches Homeless Project and Roffey Homes to use the existing building as a temporary accommodation for the single homeless for a temporary period of five years. The intention remains that the implementation of any such redevelopment permission would follow the conclusion of the temporary hostel project. Accordingly, a permission which would allow lawful commencement of the redevelopment for a period of up to five years, rather than the standard three, is sought.

The proposal has been the subject of pre-application and post submission discussions.

The block plan for the scheme is shown below.

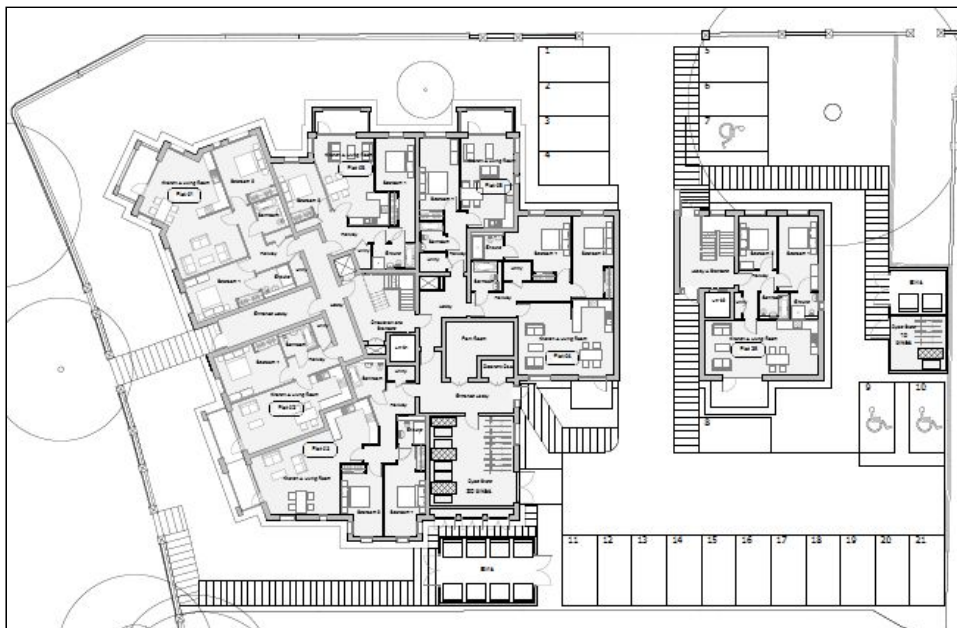


The scheme has an L shaped footprint and is substantially larger than the existing building, nearly doubling its footprint and trebling its gross internal floorspace from 1,050 to over 3,000 sq ms. The eastern part of the scheme sits more or less on the footprint of the existing block, recessed from Lyndhurst Road and No. 21 to the east by some 12 ms. However, the western part is stepped forward and is substantially closer than the existing block to both Lyndhurst and Farncombe Roads and the

apex of their corner, as it follows the distinctive configuration of the site and corner. It is also much deeper and as close as 6.9 ms from the nearest building at Horton Court to the south. The protruding balconies on all elevations apart from on the eastern elevation adjacent to No. 21 project forward still further.

The new block is four storeys apart from a short section adjacent to No. 21 which is three storeys. At 11.7ms, its fourth storey is slightly taller (300mms) than the ridge of the existing block and the raised corner element is taller by 600mms. The fourth storey is set back by between some 800 mms and 1.5ms on the Lyndhurst Road frontage; and on the Farncombe Road frontage, between 800mms next to the NW corner; and 3.2 to 4.2 ms along the rest of the western elevation. On its southern elevation it is set back some two metres and 5.8ms on the east frontage.

The ground floor layout is shown below.



Vehicular access is switched to Lyndhurst Road and the current access is to be extinguished. This new access is located just east of the centre of the site, where the building becomes recessed. Around two parking bays would be lost here but replaced in Farncombe Road. The access serves firstly, a small forecourt car parking area (seven spaces) here. It runs through the block in the form of an undercroft to connect to the main parking area (fourteen spaces) and a turning head. Three of the 21 car parking spaces are wheelchair disabled accessible.

Pedestrian access is from Lyndhurst and Farncombe Roads.

The principal cycle store, which also houses the residents' buggies, is sited in the SE corner of the main part of the block. The principal bin store is situated in a detached enclosure just to south, abutting the boundary with Horton Court.

A secondary cycle parking is proposed on the eastern boundary behind the substation in a detached outbuilding. Bins are collected from the street.

Each of the flats is served by either a balcony or patio and, in the case of the fourth storey flats, by a roof terrace created by the recess and a build out above the lower balconies in Farncombe Road.

There is soft landscaping on the Lyndhurst and Farncombe Road frontages and corner and also adjacent to parts of the southern edge of the block. The TPO Cedar tree in the NE corner is retained but most of the other smaller trees and the Holly tree also covered by a Tree Preservation Order on the northern frontage and the Lime tree on the NW frontage are removed, albeit replacement ornamental native tree planting is proposed on the Lyndhurst Road frontage and shrubs on the Farncombe Road frontage. The boundary flint wall is retained.

The proposal incorporates sustainable design principles and includes solar panels on the southern part of the four storey element's roof.

The accommodation comprises 4 x one bed; 25 x two bed; and 1 x three bed flats. There is no affordable housing provided due to reported unviability which is addressed later in the report.

The architectural style is contemporary. The principal elevation and perspectives are shown in the Design and Access Statement Addendum submitted with the December revisions and reproduced below. The building is faced in, with zinc cladding to the fourth storey and grey aluminium window frames with white reveals. The balconies are glazed. A grey metal canopy marks the entrance.

The application is supported by Planning & Heritage Statement; Design & Access Statement; Statement of Community Involvement; Viability Assessment (not available to the public); Landscape Strategy; Contaminated Land Study; Flood Risk Assessment & Foul and Surface Drainage Strategy; Sustainability/Energy Strategy; Ecology Report/Bats Survey; Transport Statement and Road Safety Audit; Arboricultural Impact Assessment and Tree Protection Plan.

A transport submission to address the Highway Authority's concerns has, additionally, been made.

Supporting Statements

The following extracts are most relevant.

Planning and Heritage Statement

6.2. Principle of Development

6.2.1. It is the clear intention of the Spatial Strategy and Policy 13 of the Worthing Core Strategy to direct development to within the built up areas of the Borough. The site is located within the Built-up Area of Worthing and is therefore fully compliant in this regard.

6.2.2. The site is previously developed land and the proposals seek to make the best use of the site conforming fully with the requirements of the Framework and the Spatial Strategy / Policy 13 of the Worthing Core Strategy.

6.2.3. *The proposal for residential use in this part of Worthing is considered appropriate given neighbouring residential uses, the nature of its previous use (residential) and by virtue of its sustainable location. There are no local policy allocations restricting redevelopment of the site for such a use. The provision of residential apartments located within a highly sustainable location will make an important contribution to meeting locally generated housing need.*

6.2.4. *The loss of the existing use as temporary office and nurses accommodation is considered to be acceptable since the building is surplus to NHS requirements and is no longer in such use. Furthermore the site is positively considered within the Worthing Borough Council's SHLAA 2016 update which identifies the site as being suitable, achievable and deliverable for residential development and concludes that the site should be taken forward as a potential development site (refer to SHLAA ID WB08168).*

6.2.5. *There are no other constraints restraining the redevelopment of the site in principle. Furthermore the Council's pre application response accepted the principle of residential development on the site (refer to Appendix A). Furthermore, Local Planning Authorities are required to plan for a mix of housing including housing for older people (as set out within paragraph 50 of the Framework) and further emphasis has been placed on housing for older people within the Housing White Paper.*

6.2.6. *In summary the principle of residential development on this site is considered to be acceptable.*

6.3. *Design, Form and Appearance*

6.3.1. *Design, form and appearance has been fully considered within the accompanying Design and Access Statement and within the Heritage Statement (which follows the Conclusion of this Planning Statement). It is considered that the proposal is appropriate given the existing context and will enhance the character of the area replacing a poor quality and non-descript three storey building.*

6.4. *Housing Land Supply*

6.4.1. *In the latest Annual Monitoring Report (2016), Worthing Borough Council, concede that they cannot demonstrate a five year housing land supply (i.e. only 2.4 years of housing land). Subsequently, housing policies within the Worthing Core Strategy should be considered out of date and the presumption in favour of sustainable development applies. This must be given great weight when determining the planning application.*

6.4.2. *However, this is on the basis of a locally objectively assessed housing need calculation. The recent 'Planning for the right homes in the right places' consultation puts forward a standardised methodology for calculating housing need and places further pressure on Worthing Borough Council. Applying the new methodology would represent an uplift in housing need from a figure of 636 new homes per annum to a new OAN of 865 new homes per annum – a 25% increase in housing need.*

6.4.3. *In summary, this housing need must carry great weight in the determination of this application. It is considered that the significant size of the housing land supply shortfall is a material consideration which, having regard to the provisions of paragraph 47 of the Framework should be afforded significant weight. In the context of paragraph 49 of the Framework, this significant land supply shortfall renders the development plan policies for the supply of housing out of date and engages the titled balance set out in paragraph 14 of the Framework.*

6.4.4. *Section 6.13 below sets out how the proposed development would generate economic, social and environmental benefits. This section illustrates that there are no adverse impacts that would significantly and demonstrably outweigh these benefits. The delivery of 30 new dwellings in a highly sustainable location must weigh heavily in the favour of the proposal.*

6.5. Heritage Impact / Conservation Area

6.5.1. *This is considered in greater detail within the Heritage Statement chapter of this Planning and Heritage Statement. In summary, it has been noted that the proposed development is considered to result in a positive impact to the setting and character of the Conservation Area. As set out in the Heritage Statement, it is clearly demonstrable that proposals have drawn on all available and relevant guidance throughout the whole of the design process. Of significance is the harmful effect that the existing development has upon the Conservation Area.*

6.5.2. *With regard to relevant guidance contained within the NPPF (re: paragraph 126), proposals have taken account of the desirability of both sustaining and enhancing the significance of the heritage asset. That new development would make a positive contribution toward local character and distinctiveness is clear through a considered and appropriately contemporary design (re: paragraph 131).*

6.6. Viability

6.6.1. *Policy 10 of the Worthing Core Strategy 2011 (which forms the basis of both SPD's), states that 'A mix of affordable housing, including social rent and intermediate housing will be sought to meet local needs on all but the smallest sites' (e.g. 6 dwellings or more). The proportion of on-site or offsite provision sought from such developments is based upon the quantum of development proposed.*

6.6.2. *This policy states that development proposals comprising 15 dwellings or more should provide 30% affordable housing.*

6.6.3. *Affordable Housing is however subject to both need and the economics of providing such provision, the extent to which the provision of Affordable Housing would prejudice other planning objectives being met, and the mix of units necessary to meet local needs and achieve sustainable development.*

6.6.4. *A Viability Report has been prepared by Roffey Homes Ltd in support of this application. The assessment concludes that due to the scheme's poor viability position, the development proposal cannot support the delivery of affordable housing (either onsite or as an offsite contribution).**

** The viability appraisal documentation discloses detailed financial statements relating to the redevelopment and contains commercially sensitive information, the disclosure of which would be severely prejudicial to the applicant's (Roffey Homes Ltd) commercial interests in relation to Section 43 (2) of the Freedom of Information Act 2000 and therefore must not be made available to third parties.*

6.6.5. The viability assessment notes that, in the absence of an affordable housing contribution, the calculated developer profit on this scheme would be just 14% rather than the 20% which would normally be expected. The accompanying note on the viability assessment states:

In terms of developer profit, levels of 20% of GDV are the standard for small, single phase development schemes of this nature and an expectation of banks for funding purposes. However, the development appraisal results in an out-turn Developer profit of just 14%. Roffey Homes are however prepared to move forward at this level as the earliest they shall commence the re-development would be in 3 years' time. Roffey Homes consider that sales values are likely to have improved relative to build costs in this area of East Worthing, with much of this down to the redevelopment of the old Aquarena development being projected to beneficially lift sales values in the surrounding area.

In this regard, as Roffey Homes are requesting a 5-year consent, they are prepared to provide an open-book appraisal at the end of the project with any profits over 20% of GDV being put towards affordable housing contributions. Such contributions would however need to be capped at an agreed figure, taking full account of the reduced sum available, subject to the application of Vacant Building Credit (VBC).*

6.7. Residential Amenity

6.7.1. The residential amenity of the neighbouring properties has been fully considered throughout the design of the proposals. The surrounding properties on Farncombe and Lyndhurst Roads to the east and south are the closest neighbouring properties.

6.7.2. To the east, [24 Lyndhurst Road](#) will be largely unaffected by the proposal. In this respect, the built form would not extend any meaningful distance further eastwards (or, for that matter, southwards on the eastern element of the proposal). As with the existing block, small windows would be included on the eastern flank however these do not pose any concern with regards to neighbouring residential amenity.

6.7.3. A roof terrace is included for flat 30 on the third floor. However this terrace has been so designed to restrict access to the edge of the building therefore limiting any concern with regards to overlooking of neighbouring properties.

6.7.4. To the north and west, it is considered that the significant separation distances involved will result in no harmful impact on nearby residents. The proposal steps northwards from the existing footprint position on the corner / western most element before returning south on the eastern wing. This western step northwards will place development closer to existing properties on the northern side of Lyndhurst Road but is considered to be acceptable in residential amenity

terms being located some 29m south of existing development (separated by Lyndhurst Road – refer to Figure 14).

6.7.5. To the south, Block 3 Horton Court is considered to be the most potentially impacted neighbouring property. The proposal seeks to place parking to the rear of the property, adjacent to Block 4 Horton Court replicating the existing adjacency of car parking to this residential property.

6.7.6. The nearest new built form to Block 3 would be located circa 15m away (from the corner of Block 3 to the south east corner of the proposal) and a full 19m away from the eastern element of the proposal. These distances are considered to be acceptable in residential amenity terms.

6.7.7. The nearest neighbouring property to the proposal is Block 4 Horton Court to the south. As illustrated within Figure 14, the proposal would sit some 6.9 – 8m distance from Block 4. These distances are representative of the existing separation distances of development found throughout the area (refer to Figure 13).

6.7.8. Notwithstanding this point, the proposal has been orientated to ensure that primary aspects would face east and west. The few windows that are proposed to face south are predominantly small secondary windows and are proposed to be opaque to protect neighbouring amenity. The north facing windows of Horton Court Block 4 are secondary windows and subsequently this relationship is considered to be appropriate in residential amenity terms.

6.8. Access and Parking

6.8.1. The proposal seeks to provide a new access via Lyndhurst Road. This has been fully assessed through a Road Safety Audit which accompanies this application and which found the new entrance to be a suitable means of accessing the development.

6.8.2. The proposal seeks to deliver cycle parking and mobility scooter provision. The accompanying Transport Note identifies a requirement of 16 cycle spaces alongside 21 car parking spaces.

6.8.3. In terms of car parking spaces, the proposal is policy compliant with 21 spaces provided onsite including three disabled spaces. The Transport Note acknowledges that there would be no displacement of parking as a result of the development (since it is vacant). The proposal allows for 30 cycle spaces. The Transport Note states that the requirement for such a development would be 16 spaces. In addition, 10 spaces for mobility scooters is included as shown on the layout plan.

6.8.4. The proposal is considered to be located within an inherently sustainable location reducing the needs for private car use (and by implication, ownership).

6.8.5. It is considered that by virtue of the inherently sustainable location, the policy compliant level of car parking, the age restricted nature of the development, and the safe proposed access to the site that the development is acceptable from a highways point of view.

6.9. Ecology / Arboriculture

6.9.1. *With regards to arboriculture, the proposal will necessitate the removal of nine poor quality category C trees as detailed within the accompanying Arboricultural Impact Assessment, Tree Retention and Protection Plan, Tree Constraints Plan and Existing Tree Schedule.*

6.9.2. *As discussed within the Arboricultural Impact Assessment, the proposal necessitates the removal of trees as follows:*

...due to the small scale of the site and requirements for demolition and construction access, it has been deemed unfeasible to attempt to preserve these trees, which are generally of low quality and value. 1 no. tree is protected by Tree Preservation Order 03:2015. The loss of these trees would be mitigated through the planting of new, better-condition trees to the site boundary.

Replacement trees would preferably be either native or of ecological value, to result in an overall increase in both visual and ecological amenity on the site.

6.9.3. *Furthermore, the AIA notes that:*

The trees provide minor amenity to the site, softening the view of the existing building and providing a resource for birds within the urban surroundings.

6.9.4. *Since the scheme seeks to replace trees and shrubs with higher quality specimens it is our view that the proposal will provide for an improvement over the existing conditions (both in visual and ecological terms). Whilst the loss of a limited number of mature trees cannot be fully mitigated in the short term, the provision of replacement trees will, in the longer term, remedy any short term impacts, enhancing the character and visual amenity of the locality.*

6.9.5. *With regards to ecology, a Preliminary Ecological Assessment and Bat Roost Survey accompanies the application. The reports note the following:*

The existing building on site was assessed for its bat roost potential. The building on site is considered to offer 'negligible' bat roost potential due to the location and construction method of the building. No evidence of bat usage was noted anywhere on site. Mature trees so the site boundaries and lining the adjacent street have some ecological value, mainly for nesting birds.

The lighting scheme should be designed sensitively so as to minimise disturbance to these trees. The site currently provides a limited patch of habitat for birds within the urban area of Worthing; habitat enhancements could see this habitat improved.

The site is considered to be of 'low ecological value' with large areas dominated by hard / bare ground, amenity grassland and existing building. All plant species identified on site were typical of the habitat type with no rare or unusual species noted. No potentially suitable habitat for protected species which will be affected by the development was noted on site. No further surveys are recommended for this site area.

6.9.6. *The report notes recommendations for ecological enhancements within the scheme as set out within section 7 of the report. The proposal will seek to include suitable enhancement measures as set out within the report.*

6.10. Landscape

6.10.1. *The application is accompanied by a fully considered Landscape Plan and Landscape Strategy which seeks to address some of the ecological enhancement suggestions identified within the Ecological Appraisal as well as addressing the loss of trees on the northern section of the site.*

6.10.2. *In this respect, the northern side of the site will accommodate new tree, shrub and feature planting to enhance the character of the area. The Landscape Plan notes:*

Street frontage to be enhanced with the planting of native trees, flowering ornamental trees, and flowering ornamental specimen shrubs to the northern site boundary, providing year-round interest (spring bloom, autumn colour), connectivity to the existing trees located to Farncombe Road, softening views of the northern building elevation and to and from the development site.

The proposed building edges would be planted with feature planting areas of flowering shrub and accent planting, providing a range of colours, textures and forms.

6.10.3. *The street entrance on Farncombe Road would be enhanced with the planting of low level ornamental hedgerows, flowering ornamental specimen shrubs and feature planting areas to the building edges and pedestrian walkways.*

6.10.4. *In relation to hard landscaping, the proposal seeks to provide for sympathetic materials and colours to complement the paving material on Farncombe Road (refer to the Landscape Strategy & Outline Plant Specification document).*

6.10.5. *In summary a well-considered hard and soft landscape scheme supports the planning application and is considered to sensitively address the site given its prominent location within the street scene.*

6.14. Other Matters

6.14.1. *We would request that this application is given a five year consent if approved as the applicant wishes to pursue (simultaneously) utilisation of the site for emergency sheltered accommodation in partnership with the Worthing Churches Homeless Project.*

6.14.2. *It is considered that this temporary use would be of significant benefit to both the charity and to the Worthing Borough as a considerable social benefit of the proposed scheme to meet a significant locally identified need and we hope that Worthing Borough Council will allow for such an extension of time.*

7. Conclusions

7.1. This Planning and Heritage Statement has been prepared on behalf of Roffey Homes Ltd, in support of a full application at 22 Lyndhurst Road, Worthing, for the following development:

Demolition of existing two storey building and erection of a three / four storey block of 30 apartments comprising of four no. one bedroom, 24 no. two bedroom and two no. three bedroom units, provision of under croft access to car park to the rear, a new access on Farncombe Road, removal of trees and associated landscaping.

7.2. The site is located in a highly sustainable location with excellent access to Worthing Town Centre and various sustainable transport options. It is within the built-up area boundary of the Borough, is previously developed land and the proposals seek to make the best use of the site conforming fully with the requirements of the Framework as well as the Spatial Strategy and Policy 13 of the Worthing Core Strategy.

7.3. The proposal for residential use in this part of Worthing is considered appropriate given neighbouring residential uses and by virtue of its highly sustainable location. This has been accepted by the Council in both their pre application response and the assessment within the SHLAA 2016.

7.5. The proposal seeks to positively address the corner of Farncombe Road and Lyndhurst Road, rectifying the existing situation. In addition, the proposal will assume a contemporary finish, clearly emphasising the evolution of the site. Appearing in close-range views into the conservation area, proposals both improve the setting via replacement of what is an obviously degraded structure of little inherent quality and/or value, whilst creating an element of streetscape that is vivid and fresh and which positively responds to its context. The new location of structures also ensures that intrusive or detracting elements such as car parking are predominantly screened in views along the street, especially along Farncombe Road.

7.6. It is our view that there is no unacceptable impact in relation to the residential amenity of neighbouring residents.

7.7. The proposed development of the site for 30 new residential units is considered to be highly beneficial given the significant objectively assessed housing need encountered within the Worthing Borough. The housing provision of the scheme on previously developed land should be given great weight in the determination of this application.

7.8. It is considered that the proposed scheme provides economic, social and environmental benefits which demonstrably outweigh any negative effects of the proposed development. Having regard to section 38(6) of the Planning and Compulsory Purchase Act 2004 and paragraph 14 of the National Planning Policy Framework we strongly contend that planning permission should be granted.

7.9. The Council is therefore respectfully requested to grant outline planning permission with all matters except for access, reserved for later determination.

Heritage Statement

4. Conclusion

4.1. In summary, the proposed development has been designed with full consideration to the surrounding Conservation Area within which the site sits and occupies a prominent position.

4.2. The proposal will assume a contemporary finish, clearly emphasising the evolution of the site. Appearing in close-range views into the conservation area, proposals both improve the setting via replacement of what is an obviously degraded structure of little inherent quality and/or value, whilst creating an element of streetscape that is vivid and fresh and which positively responds to its context. The new location of structures also ensures that intrusive or detracting elements such as car parking are predominantly screened in views along the street, especially along Farncombe Road.

4.3. The proposed development is therefore considered to result in a positive impact to the setting and character of the Conservation Area. Taking the above into account it is clearly demonstrable that proposals have drawn on all available and relevant guidance throughout the whole of the design process. With regard to relevant guidance contained within the NPPF (re: paragraph 126), proposals have taken account of the desirability of both sustaining and enhancing the significance of the heritage asset. That new development would make a positive contribution toward local character and distinctiveness is clear in a considered and appropriately contemporary design (re: paragraph 131).

4.4. Overall it is considered that the proposal represents a significant enhancement to the Conservation Area and is considered therefore to be an acceptable form of development on this site.

Design and Access Statement

Addendum submitted with December revisions

1.0 Introduction

This addendum to the Design & Access Statement supports design changes made subsequent to a meeting with the LPA on 5th December and confirmed by Peter Devonport, case officer, in an e-mail of 11th December where he states his concern over the assertive corner feature and overall mass of the scheme. This was then broken down into three constituent parts:

- The massing of the Farncombe Road frontage
- The assertive corner element and
- The massing of the Lyndhurst Rd frontage

2.0 General - overall mass

It is generally accepted that the existing building does not befit the Conservation Area, which begs the question why it's within the Area. We would suggest it is because the site is important as a transition from the change in the topology of the architecture and the atmosphere of the streets from a main road link to Worthing Centre, serving such facilities as Worthing Hospital, into a quiet leafy road in a

conservation area. This means the architecture should also make the transition, using its pivotal position to seamlessly move from one urban grain to another.

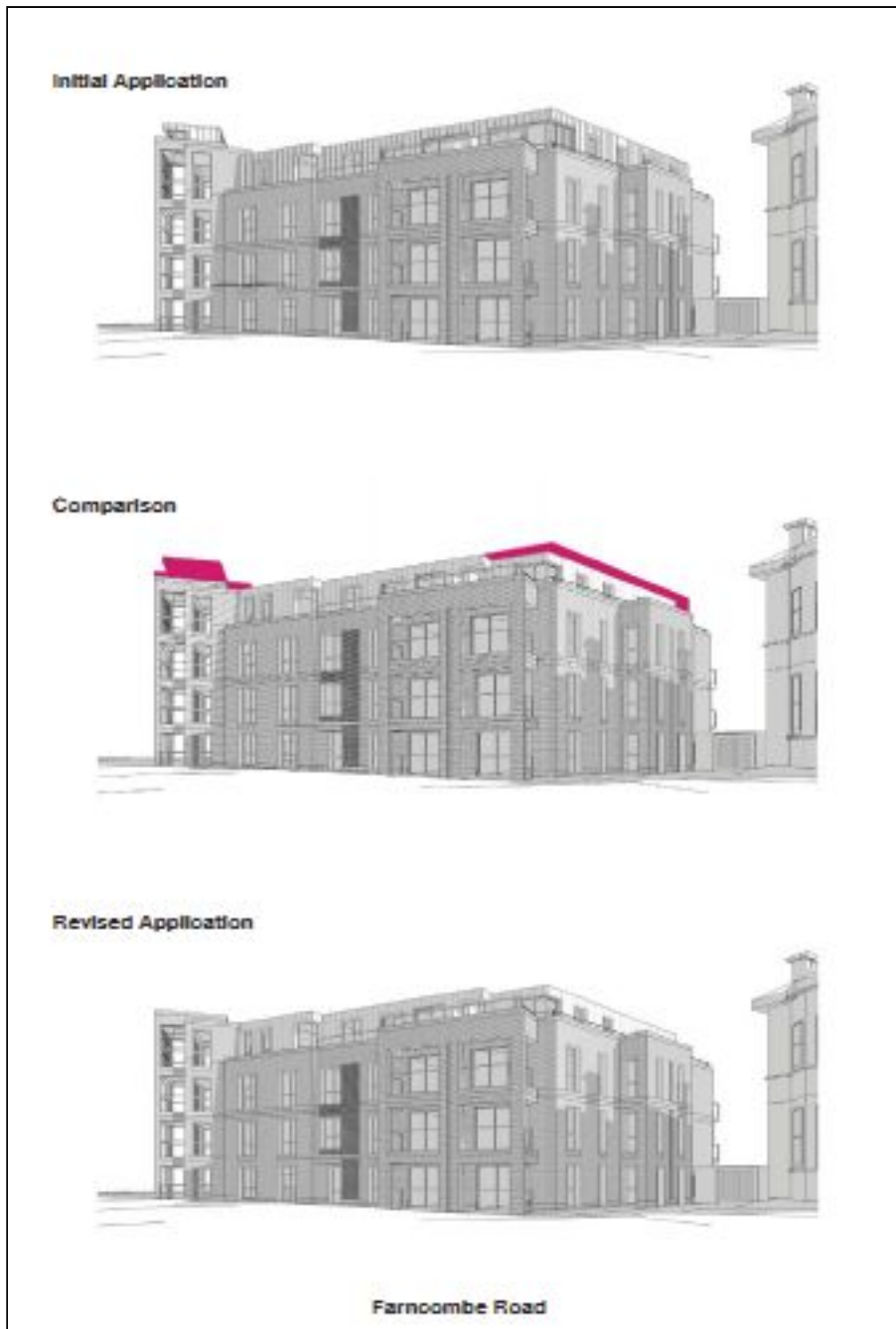
In addition, in Farncombe Road it is not fitting into a set piece of streetscape of identical villas on either side but a much more diverse range of buildings and spaces between them. In Lyndhurst Road there is also the predominance of more terraced arrangements and a variety of building lines. The massing and height should not only be considered in terms of the elevation but also the distance back from the road. The charm of the consistency of building line and the landscaping at the front – the trees, the green strip, the boundary walls - in Farncombe Road is in complete contrast to frontages on Lyndhurst Road where the building line is constantly changing. In developing the design we have celebrated those differences and put them into a building that reflects its unique position and context within the Conservation Area.

The proposed building extends further west than the current building to ensure that its form respects the building line of Farncombe Road and addresses both the corner and the unusual geometry of the road junction with Lyndhurst Road sympathetically. Ironically this addresses the corner more convincingly than the historical and interestingly designed St John's Ambulance HQ which "sits" in the middle of a car park devoid of trees.

3.0 Farncombe Road Frontage

The LPA felt the proposed building was too close to Horton Court to the South and anomalous to the Conservation Area. We would agree that the current building and the current distance from Horton Court is anomalous to the Conservation Area, but we believe we are enhancing this part of the Conservation Area by reducing the distance to Horton Court to what is typical to the area, turning the corner with the building (as opposed to a near blank gable end of the existing with a set-back that does not respect the urban grain), and creating a modern interpretation of the Victorian architecture of the area.

Height was also raised as an issue when also considered with the narrowing of the distance between the proposed building with its neighbour. Height per se cannot be seen as an issue, with an increase of 700 mm at eaves/parapet height and 900mm at ridge height, which are negligible in streetscape terms. In terms of the configuration of these elements (the flat roofed top floor and set back), we feel there may be some advantage in setting back the south-west corner and the south elevation at the top level, as per illustrations below.



4.0 Lyndhurst Road Frontage

Mass is defined in terms of length and form. The length is less than 30% larger than the existing building and is only 300mm higher. The form is substantially more sophisticated than the existing, in terms of its façade and the articulated detail. We use the respective building lines to break up the Lyndhurst Road elevation into two: the Farncombe Road building line (it's relationship to the pavement) is brought round into Lyndhurst Road, assisting the transition, already described, before setting back to accommodate the listed Monterey Cyprus whilst fitting in to the pattern of variable setbacks that exists in Lyndhurst Road. This divides the façade into two elements, reducing the overall scale, and in reflecting the plan behind the face, the elevational treatment of the two sections creates variety across the façade as a whole.

In context, the set-back frontage behind the TPO tree is less than the combined width of the two adjacent properties to the east which sit side by side with a minimal gap between them. The other part of the façade to the west is again not as long as the two adjacent properties to the east.

The western section of this elevation is well articulated by the projecting bays and the change in geometry as it goes around the corner. The eastern part of the elevation has less features and we have amended it to create more “tension” in the design, grouping windows to create a more varied pattern of solid and void.



5.0 Farncombe Road Study

Further photographic investigation as to the overall rhythm of spaces between buildings along Farncombe Road has been carried out following our discussions

with WBC. This further enforces our belief that the spacing of our proposal to Horton Court at the north end of Farncombe Road is congruent with the rest of the street.





6.0 Corner Element

This is a subjective issue. We accept the term assertive, which we believe to be appropriate to the context, but it is not in our opinion, over-assertive. We felt that corner would benefit from such a feature, especially when seen from the west looking along Lyndhurst Road, with the gap in streetscape caused by the car park and set back of St John's Ambulance HQ. Nevertheless, we have simplified the design of the corner feature and lowered it in height.

Initial Application



Comparison



Revised Application



Homefield Corner

Initial Application



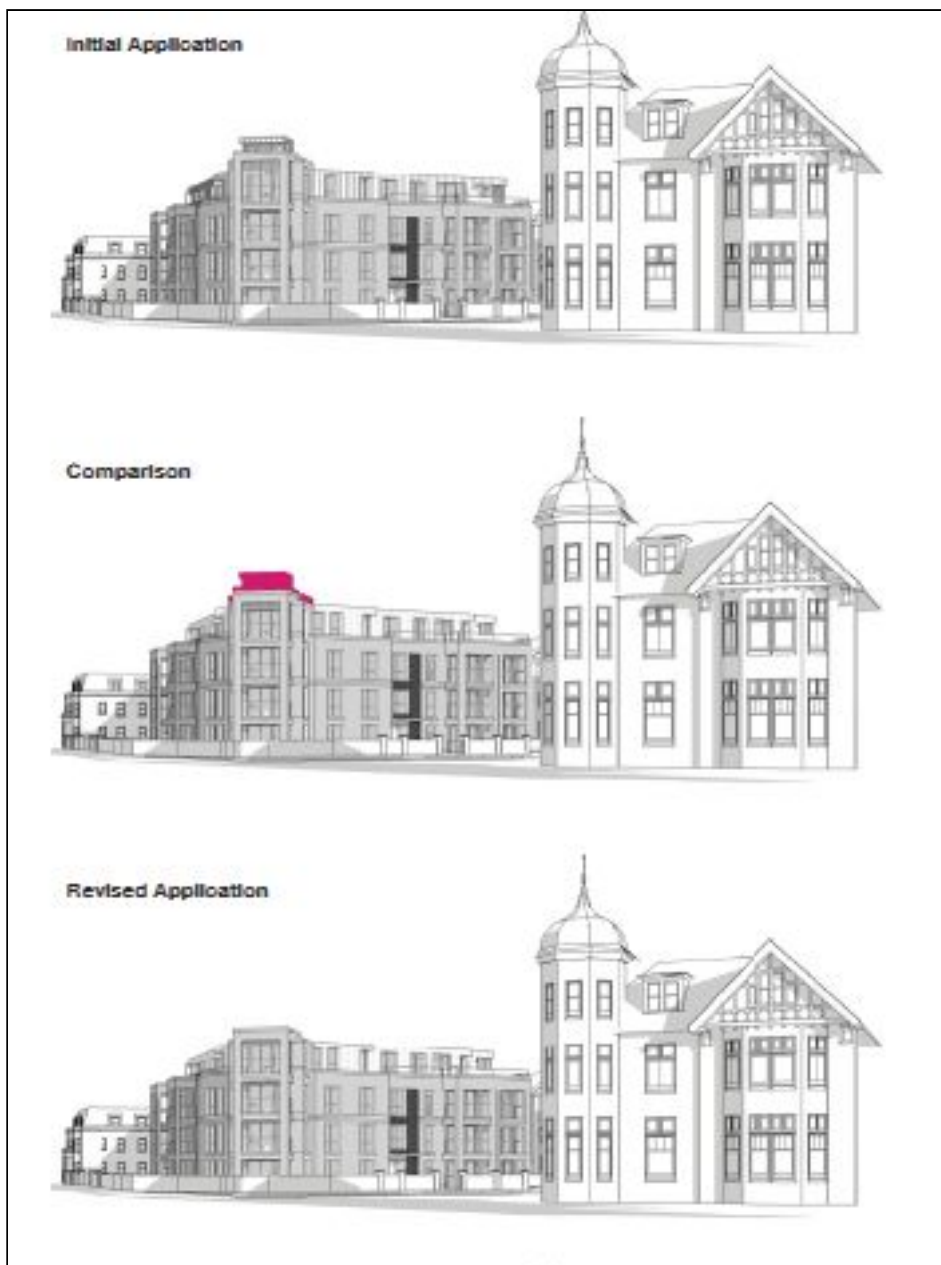
Comparison



Revised Application



Lyndhurst Road



We have considered fully the comments raised in the meeting, which have resulted in the following changes to the scheme;

- Removed top most lantern to reduce height at the corner of Lyndhurst Road/Farncombe Road.*
- Further lowered the overall height of the corner projection at Lyndhurst Road/Farncombe Road.*
- Moved the third floor setback northwards on Farncombe Road to greater respect the neighbouring 22 Horton Court.*
- Altered the proportions of the eastern section of Lyndhurst Road elevation to respond to the comments made by Worthing Borough Council.*

These changes in our view result in an enhanced development, however the broad parameters of scale, mass and form remain unchanged as we strongly consider the proposal to have significant architectural merit, which will result in a development which will preserve and indeed enhance this key entrance site to the Farncombe Road Conservation Area.

Appearance

Design Principles

The scheme is located within the Farncombe Road Conservation Area. Careful consideration, reference and inspiration has been taken from the Victorian Housing stock in forming the principle design moves that have influenced the proposed development.

In this respect the two main elevations that front onto Farncombe and Lyndhurst Roads and the acute angled corner formed between them at the north west boundary, have been driven both in terms of principle moves, details and materials by their surrounding context. The elevations have been developed to reflect the design principles of the surrounding buildings in a contemporary 'language' that is both subtle in terms of the detailing and materials and sympathetic to the local area and will enhance the northern entrance to the conservation area.

The principles that the scheme has taken reference from can be split into three areas: Form, Detail and Materials.

Form:

- The Villas are typically two storey and occasionally three. This approximately equates to a three storey modern apartment block.
- Proportionally the villas have a mix of single and double fronted bay elevations, with canted bays projecting from them. The scheme has looked to reference these façade moves on both the principle elevations.
- The roofs are a mixture of shallow-pitched hipped roofs in natural slate and later nineteenth & early twentieth century houses with steeper pitched roofs and gables. The scheme has interpreted the villas pitched roofs as an additional floor that is set back to diminish its presence.
- Classically inspired doorways, with columns, pilasters and consoles. Here the scheme has used a modern interpretation to signify the entrance points.

Detail:

- A large base string course up to ground floor level; a string course that divides the ground and first floors and decorative eaves cornice.
- Window reveals that are typically set off the main façade and are a number of different materials.
- Vermiculated white stucco to the entrance porches. Each of these details has been subtly reinterpreted on the proposed scheme.

Materials:

- Yellow brick or white stucco elevations
- Natural slate and clay tile roofs
- String courses typically set proud of the façade, in white stucco or coloured brick or stone.

Again the scheme looks to use some of these principal material and colour matches to evoke the character of the area.

Appearance at the Corner

Tower

Taking reference to [25 Farncombe Road](#) and its use of a feature element to the corner of Farncombe Road and Lyndhurst Road, the building has been developed

to respond positively to its own corner condition, rotating on the corner axis and in-setting to give equal prominence to the corner.

Farncombe Road façade again steps forward, before turning to form part of the corner tower. Between these key vertical features, sits the entrance, taking reference from the techniques of embellishment used to accentuate the main entrances, such as the vermiculated patterning at [No. 12 Farncombe Road](#).

A brickwork pattern, which is seen as band that runs down the front of three lower storeys in line with the entrance and is finished with a simple metal rain canopy above the entrance door is a modern interpretation to emphasise and locate the entrance point using both relief and texture.

Lyndhurst Road

1. The main massing of Lyndhurst Road is defined. The eastern end of the façade follows the line of the original building foot print and maintains the existing tree protection zone to the large Monterey cypress tree. The central section of the elevation then steps forward and finally the corner block at the western end of the elevation steps forward again at an angle to the rest of the façade establishing the point at which the building begins to turn the corner.

2. A new vehicle access point is added onto Lyndhurst Road with an underpass connecting parking on the north and south sides of the building. An entrance point is also defined onto Lyndhurst Road adjacent to the underpass. The central section of the elevation is pulled forward to create a large bay, which in turn creates a step back in the façade before the change to the angled corner block, helping to accentuate this point of transition.

3. Two smaller bays are defined along the central section of the façade that corresponds to the smaller canted bays on the terraced housing across the road. A canopy and patterned brick work are again used to define the main pedestrian entrance point onto Lyndhurst Road.

4. A landscape zone raps along the front of Lyndhurst Road, with new planting and trees working with the new building line, which is set back from that of its immediate neighbour to the east. The landscape zone widens out as the building approaches the northwest corner.

5. At the roof level, the 3rd floor is set back particularly at the eastern end to allow for a more comfortable relationship with the adjacent building which is a floor lower, before stepping up to four stories at the stair and lift core location.

The Lyndhurst Road elevation is broken into three distinct sections. The eastern end sits back, respecting the tree root protection zone of the existing mature Monterey cypress and allowing a new vehicle access and parking in the north and south sides of the building via an archway. A second entrance point is also created using the same detailing techniques as has been previously described for Farncombe Road. The Central section of the elevation then steps forward with two small square bays that reflect the smaller canted bay windows on the terraced houses opposite. The western section then sets back in before the buildings geometry turns to reflect the corner condition and proposed northwest tower

Materials

The conservation area is characterised through its early development by render and brickwork walls with shallow hipped roofs in natural slate.

Buildings

from the late nineteenth century introduced the red brick and clay tile to the area. This development will revert to the yellow brick with the top level set back constructed in a contrasting light-weight material, grey aluminium, to tonally match the surrounding slate roofs.

The elevations have been developed to reflect the detailing of the surrounding buildings in a contemporary “language”. Modern construction details require a simpler and visually more subtle response. For instance we are proposing horizontal string courses dividing floors in an all-brick facade, transposing the Victorian rendered band into a soldier course of matching brickwork. There are several conditions that are encountered around the building’s facade, illustrated below, when the string meets the varying features of the building.

Scale

The developments’ scale, mass and form has been fully informed visually by the surrounding built-form and practically by the considerations of overlooking, all as per the earlier analysis. The facades are three storeys, approximately equivalent in height to the typical 2 storey Victorian villa in the area, with a setback additional floor equating to the villa’s pitched roof. The corner is reinforced by a higher balcony feature that is 1m higher than the rest of the building.

Layout

The main principle behind the layout is to establish and define a street corner on the north-west of the site, at the junction of Lyndhurst Road and Farncombe Road, whilst giving “space” to the feature Cypress tree further east on Lyndhurst Road. Careful consideration has been given to the proximity to neighbours.

The residential apartments are planned over three main floors with the top floor set-back at roof level, forming an “L” shaped building that picks up the acute angle formed by the two roads on the north and west boundaries. The building can be approached on foot from both street frontages, leading to two separate vertical circulation cores.

Vehicular access is from Lyndhurst Road, serving a small car park at the front and a larger one at the rear accessed via an archway under the building. There are entrances to both cores from the rear car park. The sizes of all flats are designed to significantly exceed the Nationally Described Space Standard.

The building will use an extremely well insulated façade, fabric air tightness, high performance double glazed windows and supplementary energy for power that will enable the development to be highly -sustainable and will have a low energy usage. The energy supply will be achieved with a combination of high efficiency combination gas boilers to each flat and a photovoltaic array on the roof of the apartment block that will provide underfloor heating, hot water and power to each flat. Excess energy can be sold back to the national grid.

The new apartment block is well placed within Worthing, being a 15 minute walk to the town centre and mainline railway station, 8 minutes to the seafront and has a main bus route running past the development on Lyndhurst Road.

There is limited parking (21 car parking spaces), with three for disabled badge holders. There is also a mobility scooter and bicycle store at the ground floor level.

Landscaping

The landscape strategy has been prepared by Lizard Landscape. From the prepared landscape strategy, the development scheme proposals aim to:

- Enhance the existing street frontage with the planting of native trees, flowering ornamental trees, and flowering ornamental specimen shrubs, providing vertical year-round interest (spring bloom, autumn colour), connectivity to the existing mature trees located adjacent to the western boundary, and softening views of the proposed building elevations;*
- Provide gardens, shared space and private residential patio areas planted with flowering shrub and accent planting, providing visual amenity with a range of colours, textures and forms;*
- Retain and protect the existing mature Monterey Cypress tree to the north eastern corner of the site and mature Turkey Oak and Lime trees to Farncombe Road. The trees are to be retained and protected in accordance with BS 5837:2012 'Trees in Relation to Design, Demolition and Construction -Recommendations' .*

Supplementary Transport Note in response to WSCC objection

We have received a copy of your response dated 8 January 2018 as the Highway Authority in relation to the Planning Application AWDM/1518/17 for the above site and respond as follows.

The Transport Note and its accompanying Road Safety Audit and Designer's Response submitted as part of the Planning Application have addressed the points raised in your response however we provide further clarification and evidence below which we trust will allow you to remove your current objection to the Planning Application.

Development Proposal

As stated at Section 9 of the Transport Note the development is for Over 55's only. It has been previously established and accepted by West Sussex County Council on the Heene Road scheme in Worthing, Planning reference AWDM/0124/15, that developments for Over 55's have less reliance on the use of cars with fewer trips during peak hours and requires fewer parking spaces than a standard residential development.

Trip Generation

Trip rate calculations have been undertaken using the TRICS Database. The advisors at TRICS were consulted on the suitability of the sample sites to ensure the most robust sample data available at the time was incorporated into the

analysis. Details of these sample sites and calculations are attached to this response.

The existing site comprised of 6 flats over two floors providing 29 bedrooms for nurses as well as 350m² of offices at ground floor level used by hospital administration staff. Assuming single occupancy for each bedroom a total of 29 residents is assumed for the calculations.

The proposed site will be comprised of 30 residential retirement flats with off street parking.

The proposed new development will provide residential units only. The comparison table on the following page shows the difference in trips generated from current use to proposed use.

From the table it can be noted that there is a net reduction in trips generated by the proposed development compared to the former use of the site.

In highway capacity terms the proposed development will result in no impact that would otherwise be considered severe under Paragraph 32 of the National Planning Policy Framework.

On Street Parking

We understand from your comments and our recent conversation that the main issue relates to the perceived loss of parking spaces along Lyndhurst Road. The proposed layout as shown in Drawing 5 within the Transport Note and copy attached to this response indicates the proposed changes to the existing markings and parking bays. The proposal is to transfer a similar arrangement as existing on Farncombe Road to Lyndhurst Road with a reduced parking width on either side of the new access.

The changes will involve shifting the same extent of parking spaces as currently available from Lyndhurst Road onto Farncombe Road and does not constitute a reduction in available parking spaces in the immediate area. The accompanying Drawings 103B and 104B show the proposed gap width of approximately 13m for the new access. The existing access gap on Farncombe Road is approximately 8m. The controlled parking area along Lyndhurst Road can be extended towards Farncombe Road to provide one additional space. The proposal will result in no net loss of parking spaces.

We further note your comments regarding the changes to the Traffic Regulation Order (TRO). The parking bays along Lyndhurst Road are Permit Holders designated only. We also note that you indicated in your response dated 9 November 2017 the proposal to alter parking provisions under the TRO was deemed acceptable. We note that consultation with the Controlled Parking Zone / Traffic Regulation Order team is a requirement and this is currently in progress. Your response further noted that this could be controlled by a suitable Planning Condition.

Onsite Parking

The proposed onsite parking provision is in accordance with West Sussex Parking Calculator and meets Policy requirements as stated in the Transport Note.

West Sussex County Council has previously noted and accepted the findings of Dr Allan James Burns' Report on Transport Impact and Parking Provision which supports the Heene Road development (under Planning Reference AWDM/0124/15). Under that report it was established that 'a significant proportion of residents moving into the retirement homes give up on car ownership at the time of moving into those types of accommodation'. Other factors contributing to the reduction in car ownership relates to the percentage of women occupying these types of development and the low occupancy per unit. Section 4 of that report further notes that the anticipated car ownership per apartment is around 0.46 which for this development site would result in only 14 spaces required.

A copy of the West Sussex County Council Parking Calculator, which does not take into account the age restriction for this development, is attached showing 26 parking spaces are required. The proposed development will incorporate 26 parking spaces including disabled parking, which whilst it accords with West Sussex Parking Calculator exceeds the anticipated requirement for this type of development.

The site is located within the Worthing Control Parking Zone. Should the development result in overflow parking demands there are existing measures in place to prevent either residents or visitors to park in an unsafe or obstructive manner.

Road Safety and Visibility

We refer to the comment relating to the road traffic incident that occurred near to the site. That incident occurred in 2012 which is more than five years ago and outside the consultation period for planning purposes. We have also reviewed the more recent five years of collision data which does not identify any visibility or highway geometry issues. All the incidents are attributed to careless driving or not paying attention. A copy of the collision data report is attached to this response.

Your comments in relation to the application of the principles in Manual for Streets 2 in particular Section 10.7 only considers precedence on Lyndhurst Road. However Section 1.3.6 of Manual for Streets 2 states "...single carriageway street with on-street parking and direct frontage access is subject to a 40mph speed limit, its place characteristics are more of a residential street or high street, with higher traffic flows MfS parameters are recommended." The area around the site is residential and the speed limit is restricted to 30mph and therefore falls within the parameters for Manual for Streets.

It is an established principle within an urban environment for drivers to approach with care and 'nose out' until full clear visibility before exiting and vice versa. That principle exists already for the now disused access from the site onto Farncombe Road as acknowledged in your response dated 9 November 2017. There are multiple established examples of vehicle crossovers in between parking bays along Lyndhurst Road itself. Extracts from available online maps street view and

photographs are attached to this response demonstrating the access principle along Lyndhurst Road.

With existing on street parking along Lyndhurst Road drivers will generally exercise caution driving along the road and be alert to potential vehicles entering or exiting parking bays.

In general occasional obstacles to visibility are not large enough to completely obscure the view and do not have a severe impact on road safety. This principle is illustrated in Section 10.7.1 of Manual for Streets 2. Drawing 8 accompanying this response shows the achievable visibility splays for the new access off Lyndhurst Road. Drawings 103B and 104B attached to this response demonstrate the principles established in Section 10.7.1 of Manual for Streets 2. Full visibility is achieved in between the site boundary and the edge of carriageway and behind the parked cars. This allows the driver to advance towards the exit and nose out safely whilst still having visibility of oncoming vehicles. Both Drawings 103B and 104B should be read together and the plans shown read in the correct numerical sequence Plan 1 to Plan 4. Visibility is achieved in both directions for vehicles exiting the site towards either the east or west of Lyndhurst Road.

The visibility splays allow the driver of the exiting vehicle to stop before engaging onto the carriageway. Vehicles travelling in either direction along Lyndhurst Road have right of way over the vehicle exiting the site.

The same principle has previously been acknowledged and approved for the scheme on Heene Road (Planning reference AWDM/0124/15). A copy of West Sussex County Council's response to that application is also attached to this response.

Emergency Access and Refuse Collection

LCE Architects' Drawing 16923-PA-010 shows the proposed collection route for refuse collection without vehicular access to the site. That same principle exists and is currently in use for all other properties along both Lyndhurst Road and Farncombe Road. Drawing 11 accompanying this response shows the distance from the different bin collection points for the development. Access for all other emergency services will comply with Building Regulations Part B relating to flats. Under Part B the maximum reverse distance for an appliance is 20m, there is however no restriction for the appliance to reverse into the carriageway as this would be an irregular occurrence. That principle is also supported by Section 6.7.2 of Manual for Streets. The proposed layout allows access in accordance to requirements under Part B of the Building Regulations and therefore meets the statutory requirements. Drawing 12 attached to this response shows the distance from the fire appliance to the dry riser.

Road Safety Audit

The Road Safety Auditor has reviewed the revised visibility splays evidence of existing access along Lyndhurst Road and noted that it would be good practice for the driver to check on either side of the carriageway before advancing.

The proposed development and access provision complies with all current Planning Policies. The proposed changes to the on street parking provisions can be controlled by suitable Planning Condition.

I trust the above fully addresses any concerns with regard to the suitability of the proposed access for the development site and will allow your current objection to be removed.

Consultations

Conservation Area Advisory Committee

Original scheme

Not Agreed — The proposals as submitted do not preserve or enhance the Farncombe Road Conservation Area. The design is too bulky and the site coverage is far too great. The surrounding buildings are generally smaller scale individual "villas" set away from their boundaries. The Lyndhurst Road frontage now forms a terrace to the street and the scale does not reflect the pattern of adjacent buildings. The proposals are too dominant for the sensitive semi-residential area both in scale and in choice of materials. There is a loss of opportunity to more properly reflect the finer points of Farncombe Road and to enhance rather than detract from the conservation area.

West Sussex County Council (WSCC), in its capacity as the Lead Local Flood Authority (LLFA).

The following is the detailed comments of the LLFA relating to surface water drainage and flood risk for the proposed development and any associated observations and advice.

*Current surface water flood risk based on uFMfSW for 30 year and 100 year events:
Low risk*

Comments:

Current uFMfSW mapping generally shows the site to be at low risk from surface water flooding. This risk is based on modelled data only and should not be taken as meaning that the site will/will not definitely flood in these events.

Any existing surface water flow paths across the site must be maintained.

Reason: NPPF paragraph 103 states – ‘When determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere.’ Therefore, a wholesale site level rise via the spreading of excavated material should be avoided.

Modelled groundwater flood hazard classification: High risk

Comments:

The proposed development site is shown to be at high risk from groundwater flooding. This risk and appropriate mitigation should be considered in any future designs especially with regard to underground structures and utilities.

Where the intention is to dispose of surface water via infiltration / soakaway, these should be shown to work through an appropriate assessment carried out under BRE Digest 365.

Ground water contamination and Source Protection Zones.

The potential for ground water contamination within a source protection zone has not been considered by the LLFA. The LPA should consult with the EA if this is considered as risk.

Environmental Health Officer

In relation to the above, please may PH&R comment as following:

- hours of demolition/construction - standard hours;*
- dust - appropriate suppression methods submitted prior to works (if necessary);*
- noise - no comments;*
- air quality - no comments;*
- contaminated land - full condition please*

Highway Authority (WSCC)

The Highway Authority's formal response to the latest submission by the applicants is awaited and will be reported to the Committee. Discussions between the Highway Authority and the applicants are ongoing.

The Highway Authority's response to the initial application and supporting transport submissions and revised application is recorded below and remains their formal position.

Second Response

This is the second WSCC highways response to the application following submission of additional information to the LPA.

From scrutiny of the latest information available on the LPA's Planning webpages, no additional highway content appears to have been provided, including replies to the CHA's previous response of 9th November. In the absence of satisfactory information, the CHA object to the proposal for the following reasons:

- 1. The proposal does not make provision for adequate visibility at the junction of the access with the public highway and in use would be detrimental to highway safety.*
- 2. The proposal does not demonstrate suitable access for emergency or refuse vehicles to park, turn or operate on-site, thereby requiring such vehicles to reverse to and from the highway to the detriment of highway safety.*

First response

*Summary position of WSCC as Highway Authority (CHA).
Modifications are required to the application.*

Site location and existing access.

The site is located on the junction of Lyndhurst Road and Farncombe Road, Worthing. Previously used as nurses' accommodation for the nearby Worthing Hospital, access to it is currently only available from Farncombe Road only. Parking for the existing premises is found to the rear of the building.

Proposals.

The planning application proposes demolition of the existing building and in its place, erection of a new residential block of flats comprising 30 flats with new access off Lyndhurst Road leading, in-turn, to a parking area generally to the eastern side of the plot. To create the access, the applicant proposes removing some of the on-street parking on Lyndhurst Road (currently resident-only parking) and closing the Farncombe Road access giving the opportunity for approximately 2 on-street parking spaces to be 'replaced' on that road.

Road safety.

Alongside the proposal, a Stage 1 Road Safety Audit has been undertaken by an audit team independent from the designer/s of the scheme. This has considered the aforementioned changes to the highway. One key area of focus (and raised as a 'problem') concerns the creation of the new access to Lyndhurst Road. The audit team raises concern about visibility splays being provided and maintained to permit safe operation of the proposed access point. The recommendation is for all the on-street parking to be removed to provide and maintain visibility to a suitable standard. The designer does not agree with this recommendation, instead stating that they only intend to remove some of the parking. They say the reasoning behind this stems from visibility advice contained in the Department for Transport guidance note Manual for Streets (MfS). They go on to say that MfS guidance suggests that in certain circumstances such arrangements (i.e. cars emerging between cars) can be acceptable and considers for 22 Lyndhurst Road, this should be the reference.

The Highway Authority has looked along Lyndhurst Road to see if similar arrangements exist. Furthermore, scrutiny of the personal injury accident (PIA) information recorded in the vicinity of the site (specifically Lyndhurst Road and Farncombe Road) - also recommended by the audit team - shows that several PIA's have occurred - one of which being at or close to the approximate location of the proposed new access. Other than at its junction with Lyndhurst Road, no PIA's appear to have occurred on Farncombe Road in proximity of the existing access.

Concluding this element of the scheme, the Highway Authority has considered the various facts that present themselves on this occasion:

- 1. Lyndhurst Road serves as a busy District Distributor running E-W connecting Worthing Town Centre with east Worthing. A personal injury accident has occurred outside the site with further accidents at the nearby junction with Farncombe Road but none at the existing site access.*
- 2. The proposed access, if constructed as the applicant desires, would require users of the site to negotiate parked cars either side of the access onto this busy road where the carriageway is relatively narrow and where their visibility would be reduced by said parked vehicles.*

3. *Farncombe Road is less busy than Lyndhurst Road, slightly wider and already affords an existing access with no history of PIAs. There are also a number of accesses already serving residential developments similar to the current proposal — again with no history of PIAs. It does have cars parked either side, but also has several changes in curvature that appears to result in drivers regulating speeds accordingly. Furthermore, the traffic movements associated with the previous use would have been similar to those that would likely be generated by the new development. Taken together, this suggests that it might be better suited to serving the development. It should, however, be safety audited again in light of any changes and also demonstrate suitable access by fire and rescue appliance and refuse vehicles. The access will be assessed further when such information is made available.*

4. *Having rear access would negate having to alter the on-street parking by way of proposed alteration to a TRO/CPZ which can often be time consuming and open to possible objections from locals.*

5. *It has not been demonstrated that early informal consultation with the Local County Council Member has been undertaken re. alterations to the TRO/CPZ. This is a policy requirement of the County Council and evidence of this is required to even entertain moving forward with consideration of any such alterations to parking.*

In addition to the points raised above, the applicant should also consider the following:

1. *Visibility splays to be shown (including pedestrian intervisibility splays) either side of the access.*

2. *Pedestrian access to be shown to the site.*

Alongside any safety assessment, the CHA also has to consider impact to on-street parking and loss thereof. Demand for such parking is high in the area so any losses are generally not welcomed. On this occasion the applicant is proposing to replace some, so based on this ground alone, it might be difficult to resist the application. However, if road safety is compromised by alterations to the parking, this could merit a highway objection. If it is deemed acceptable in principle to alter on-street parking, an amendment to the Traffic Regulation Order (TRO) that governs the Controlled Parking Zone (CPZ) would be necessary and would have to be secured by way of a Grampian-style condition or similar prior to any works commencing on-site. The applicant should also note comments made in point 5 above.

Parking for the development.

This is shown in a parking court served off the proposed access off Lyndhurst Road. In the light of the comments made above about access, the applicant should review this design. Likewise, further information should be provided demonstrating how parking numbers have been informed.

Access by refuse and Fire and Rescue Services.

This should be demonstrated in accordance with appropriate guidance — applicant to provide. Sweptpath diagrams should also be provided.

Please re-consult when the additional information is available, at which time the highway elements of the proposal will be considered further.

Drainage Engineer

The site lies in flood zone 1 is unaffected by any predicted surface water flooding and has no history of flooding. The site is currently drained via soakaways. The content of the FRA is acceptable as are the conclusions and current drainage strategy proposal. The scheme should be conditioned such that in the absence of any ground investigation details the assumed infiltration rate should be checked after the demolition of the existing building and before any other works are undertaken to verify or revise the assumptions made in the FRA. Soakage tests in accordance with DG 365 (2016) will be required to be undertaken on the site to provide the data to confirm the size of the depth of voided subbase required for storage of rainwater from the impermeable areas. The design calculations should be rechecked for the soakage test result actually achieved, to ensure that the sub-base and permeable paving designs are suitable to cope with the design rainfall including the additional rainfall quantities appropriate for climate changes.

Recommendation – No objection on archaeological grounds. Archaeological assessment and mitigation are not required.

Summary

No archaeological impact upon any known archaeological site.

Very limited archaeological impact expected in respect of presently unknown buried archaeology (because of small land parcel, previous construction impacts, small area of construction impact on previously undisturbed ground).

Comments

These comments consider potential impacts of redevelopment upon buried archaeological sites only; they do not consider any potential impacts upon Conservation Areas/ Listed Buildings.

The application area is located on the Sussex coastal plain, an area intensely settled and occupied in the later prehistoric and Roman periods.

The nearest previously reported archaeological site is 250 metres to the west of the application area, a former clay pipe factory next to Lyndhurst Road. Within a distance of 250m – 350m are known prehistoric and Roman sites. At this distance, redevelopment should have no archaeological impact in relation to known archaeology.

Ref. the impact upon presently unknown archaeological sites that may underlie the application area: - this impact should be small, in view of the application area's small size, the degree of previous ground disturbance from construction of the existing late 1960s/ early 1970s two-storey block, and the limited area of ground disturbance from the proposed larger building footprint.

Conclusions – No anticipated significant archaeological impact. Archaeological assessment and mitigation are not required.

Council Tree Officer

I visited the site in July 2015 to assess if there were any trees that should be protected as the site was being offered for sale. The main tree of significance to the area is the large Monterrey Cypress T1 in the northeast corner. A TPO was placed on this tree along with the smaller Holly to the west of it that was considered to compliment to the main large tree.

All other trees on the site were looked at but due to either their condition location or amenity value no others were considered important enough to preserve. A site visit was also carried out again in August 2017, as a request was made to re-consider the Lime tree for protection, but it was found not to be worthy of a TPO.

It is my opinion that the Monterrey is the most important tree on site, and that although protected, consideration could be given to the loss of the Holly, if suitable compensation in the form of new plantings were to be made.

Representations

The applicants have submitted a Community Involvement Statement.

The summary states:

2.1. The consultation strategy has been to involve a wide range of interested parties. The target groups for engagement included:

- Local residents*
- Local interest groups*
- Worthing Borough Councillors*
- Stakeholders and interested parties in close proximity to the site.*

2.2. On the 18th and 19th July, Worthing Borough Councillors, local residents and interest groups were invited to attend a public exhibition St. Paul's, 55b Chapel Road, Worthing, BN11 1EE to be informed of the proposed residential redevelopment at 22 Lyndhurst Road, Worthing.

2.3. The exhibition was publicised on 18th July through 230 invitation letters (see Appendix B) distributed among local residents and 10 laminated notices which were placed in prominent locations around the site (leaflet drop location can be seen at Appendix D). Borough Councillors were informed of the exhibition by email on 19th July.

2.4. All attendees were invited to record their comments by filling out a comments and feedback form. A total of 42 individuals attended the exhibition. In total 19 feedback forms were completed and returned, with 84% of respondents supporting the proposed development at this site, with a further 11% supporting the scheme with reservations. Feedback from the exhibition is summarised in Section 6.

2.5. The public consultation raised a number of points which Roffey Homes has taken into consideration. The vast majority of comments made by local residents expressed support for the proposed scheme.

The main concerns raised have been summarised in Section 6.

Sixteen objections from fourteen or more persons are recorded. These include twelve objections to the revised scheme. In addition, the Worthing Society has objected to both the original and the revised schemes. These objections are set out below.

Worthing Society

Original scheme

Now that we have had a chance to study the complete plans and measurements in detail The Worthing Society wishes to object to the aforementioned planning application. We do not object to the principle of redeveloping this site but object to some features of the proposed design.

The scheme does make an effort to fit in with its surroundings but taken overall the building is in our view too dominant and takes insufficient account of the character of this Conservation Area. It also fails to fit in sufficiently with the Locally Listed buildings along Lyndhurst Road, namely Alexandra Terrace, Alexandra Tavern, the St Johns Ambulance building and also Horton Court which has a Distinction in Building award. The design should take close note of the guidance given in the Farncombe Road Conservation Area Appraisal Document and national and local planning policy. It does not go far enough. The proposal is a reasonable start but significant changes are required to meet the design requirements for an area such as this.

Given the size of the site and the character of the Conservation Area the proposed building is unduly assertive and bulky. Whilst the design stays within the building lines it pushes right up to the limit on most sides, substantially in excess of the current footprint. Whilst it does not significantly exceed the height of neighbouring buildings the height of 4 storeys is in excess of the two storey and occasionally three storey buildings predominantly seen in this area, as outlined in the Conservation Area Appraisal Document. The new development should therefore be a maximum of 3 storeys high.

We are particularly concerned by the tower on the northwest corner which seems too large and a rather inelegant addition to this end of the Conservation Area. It also appears to have a 5th floor at the top containing an additional room or rooms for which there are no plans. Whilst the idea in the Design and Access Statement to draw on the slenderness of the corner turret of the St John's Ambulance building may have merit the resulting 5 storey tower is far more bulky and architecturally less pleasing.

The closeness of the proposed building to its neighbour in the South Western corner, where the gap has been reduced from 21m to 6.9m at its narrowest point, also exacerbates the feeling of overbearing impact and we are concerned about the effect on residents living in Horton Court.

The combination of pushing the boundaries in terms of both area and height and the inclusion of the intrusive 5 storey corner tower make this building too dominant and not sufficiently sympathetic to the interests of its neighbours, the character of the area or the buildings within it.

The materials proposed and window designs are by and large satisfactory. However the Conservation Area Appraisal Document comments on the predominance of natural slate roofs in this area and therefore we dislike the use of zinc for the exterior of the recessed 4th floor. The building ought to respect the buildings in Lyndhurst Road as well as those in Farncombe Road so the developer might consider render as well as brick for the facing material on this side.

We regret the proposed loss of trees. The Conservation Area Appraisal Document specifically notes how "mature trees throughout the area create a pleasant setting for the buildings" and to cut down a significant number is inappropriate, particularly the magnificent Holly tree (tree number 2 on the plans) which is the subject of a TPO. We would like to see this tree retained. This together with the applicant's plans for the planting of new native trees will help maintain the character of the area.

We are concerned by vehicle access being onto Lyndhurst Road. This is a very busy east-west highway with a bus route. Making a right hand turn out of the new development into Lyndhurst Road will in our view be dangerous. The pavement along Lyndhurst Road is also heavily used by pedestrians, particularly given its proximity to Worthing hospital, and having vehicle access across the pavement will in our view create an unnecessary danger for those travelling on foot. We would prefer the entrance/exit to be located on Farncombe Road and will await the views of West Sussex County Council Highways Department.

The way in which the parking provision has been calculated in Appendix 8 is confusing. The parking provision of 21 places for 30 flats is said to follow the WSCC calculator but the tables shown are contradictory saying 1 place is needed per flat but that 25 flats need 17 spaces and 4 flats need 3. One space per flat should be the minimum with some spaces for visitors.

Although somewhat outside our remit we are also disappointed by the lack of affordable housing and by the fact that this development is only available for those aged 55 and over. This would seem an ideal site to attract people of all ages.

In terms of specific planning policy we suggest the proposed design contravenes Core Strategy Policy 16; Saved Local Plan Policy CT3 and National Planning Policy Framework and Practice Guidance as well as Saved Local Plan H18 on amenity.

Revised scheme

In regard to the recent amendments to the previously submitted plans The Worthing Society has the following comments:-

- 1. The email which was sent to you on 9th November 2017 by our colleague David Clark contains the Society's views at that time. Because the amendments make no significant difference to the design we remain concerned about the following:- (a) the size and massing on the Lyndhurst Road frontage, (b) the need to respond to the size of the existing buildings in Lyndhurst Road, (c) the massing on the Farncombe Road frontage, (d) the inappropriate design of the windows. In our view the Developer and his*

advisers appear to have given insufficient weight to the importance of the Farncombe Road Conservation Area Appraisal Document.

- 2. Your letter of 20th December 2017 states that the vehicular access has been moved to Farncombe Road but this change is not shown on the amended plans. We submit that this change of the access position would significantly affect the layout of the ground and first floors.*
- 3. The Worthing Society is keen to see regeneration and recognizes the severe pressure on housing targets. This particular site is ripe for development and the existing 1960's building is unremarkable, adding little to the Conservation Area. There is therefore a significant opportunity to redevelop the site with a high quality design which will enhance the Conservation Area. Whilst we appreciate the architect has made a reasonable attempt to produce a good quality design, the size and mass of the proposed building would in our view still conflict with the character and scale of the surrounding area. There is always a need to balance the scale of new buildings being introduced into conservation areas so that they complement our heritage assets.*

Flat 3, 17 Farncombe Road

Original scheme

- *Objects on grounds of:*
 - Design*
 - Highway Access and Parking*
 - Overdevelopment*
 - Privacy Light and Noise*
 - Trees and Landscaping*
- *Knowing of the conservation area appraisal of Farncombe Road, I believe that the initial indication of future planning in relation to that document show this would not be an appropriate development. It would be good to have more information about how the conservation status and appraisal recommendations are being taken into account.*

Revised scheme

- *Knowing of the conservation area appraisal of Farncombe Road I believe that the initial indication of future planning in relation to that document show this would not be an appropriate development. It would be good to have more information about how the conservation status and appraisal recommendations are being taken into account.*

Office 1, 19 Farncombe Road

- *My husband and I own 19 Farncombe Road, which is the second closest of the original 1860's detached villas to the proposed development. We are next to the HSBC building- Griffin House, so we know what it is like to be overlooked by an inappropriate development. Griffin House and the Lyndhurst Road Flats are both in the Farncombe Road Conservation Area Appraisal, listed as appropriate for demolition and redevelopment. These are the findings of Worthing & Adur Council and they have a duty to ensure that these buildings are replaced with something better for the appreciation and enjoyment of generations to come. These buildings were constructed before*

the Conservation Area designation and a different set of principles now apply.

- *I consider the development to be too large for the plot, requires the removal of an unjustifiable number of trees (9 removals and 3 crown reductions) and has insufficient parking or outside space.*
- *Comments on the 'Design and Access Statement'*
- *Page 20: The design and access statement refers to the development being of 30 'sheltered' apartments but the application form omits the word 'sheltered'. Is this of any significance to the planning application? Surely a sheltered block requires more outside and inside social space and fewer bedrooms, achieving the same number of homes with a smaller development. Has this designation got anything to do with the shortage of parking places?*
- *Page 7 Location and Description The existing site has 29 bedrooms plus office space and parking for 40 vehicles. The proposed development has 58 bedrooms and parking for 21 vehicles.*
- *Pages 16/19 Height, Mass & Form The existing building on Lyndhurst Road is 11.4m high and the proposed building is 11.7m. Does this refer to the height of the light box on the corner tower, or is the building even higher than 11.7m? The existing building is already too high in relation to the original Victorian properties in Farncombe Road, remembering that the nurses' homes are new buildings and should not be used as a bench mark. Reference is made to a neighbouring building of 10.8m, which building is this? We are fairly close at 19 Farncombe Road and our architect has told us it is only 8.4m to the ridge. The proposed development is therefore over 3m higher than No.19. The existing building Lyndhurst Flats covers about half the ground area of the proposed development so height becomes more and not less significant.*
- *Extract from The Conservation Area Appraisal: [All the buildings are set well forward on their plots to produce generous back gardens, yet far enough back from the pavement to give the streets their broad open aspect...Mature trees throughout the area, both in gardens and verges, create a pleasant setting for the buildings...The building lines follow the road, with most houses being set 8-10 metres from the edge of the pavement; this, and the generous spacing between the houses affords a series of changing vistas to anyone travelling along Farncombe Road.]*
- *The design and access statement mis-quotes the above changing '8-10' metres to 'several' metres from the edge of the pavement (page 8)!*
- *Even the St.John Ambulance building, where the architects of the proposed development have drawn their inspiration from, is set well back in its very large plot and is not overpowering to the eye as you turn the corner.*
- *The Conservation Area Appraisal also accuses Griffin House of 'dwarfing the historic villa development', are we in danger of being dwarfed by another? When HSBC is eventually demolished what precedent will have been set for the development of this plot?*

Revisions

- *All my original comments still stand. While the original application drew most of its inspiration from the St Johns ambulance building the revisions seems to be directing the emphasis towards Horton Court which is predominantly a new development (not original Victorian) and, more significantly built before*

the Conservation Area status. Whilst Horton Court is not specifically selected for demolition on the Conservation Area appraisal it should not be used as the a benchmark for future development

- *I think the site is being overdeveloped which directs effects on parking, privacy, light and noise and landscaping. We have recently obtained planning permission for 4 flats in Farncombe Road and we had to provide a parking space for each one. Apparently the sheltered apartment's status for this development reduces the demand for parking places and more cycle racks have been provided. I have revised the published statistics and the 50-70 age group make more journeys by car than the 20-40 age group and nearly all journeys of more than one mile are made by car.*

87 Lyndhurst Road

- *I wish to make you aware of my strong objection to the proposed development as detailed above that is proposed on land directly opposite my home. As an immediate neighbour, I am of the view that the proposed development will have a serious impact on my family's standard and quality of life.*
- *To summarise:*
 - *The number of units for the site is too high - they should of a much smaller number.*
 - *The architecture is out-of-character with existing historical structures and affects the charisma of the neighborhood. They should be more in line with the villas on Farncombe Road.*
 - *No consideration for the impact on the Road traffic safety- entrance on Lyndhurst Road is too dangerous and on a busy bus route.*
 - *Potential parking required for up to 60 residents. - residents on Lyndhurst Road will lose their parking.*
 - *Will destroy the streetscape and result in a concrete obstacle.*
 - *Will remove and ruin the greenage and camouflage greenery at the Farncombe Road and Lyndhurst Road junction. The removal of tree and the hedgerow will affect drainage, soil stability, wildlife habitat, and appearance of the area.*
 - *Noise and traffic entering the Site will affect quality of life of those residents on Lyndhurst Road directly opposite.*
 - *Overshadowing has not been fully considered — Lyndhurst road residents will be directly overlooked –into their living rooms and bedroom.*
 - *Loss of light for homes opposite the site because of raising the height of the existing building- will seriously affect the health and wellbeing of residents in Lyndhurst road, • An alternative entrance needs to be sought other than that on Lyndhurst Road. Given that there is already a main entrance to this development this needs to be considered.*
 - *30 flats will add to the stress on infrastructure, including waste disposal and parking. Lyndhurst Road regularly floods.*
 - *All residents of Farncombe Road should have been made aware of this development.*
 - *Roffey Homes are cramming too many homes into a small area in East Worthing with serious consequences for the future of this area. There appears to be little respect for the wellbeing of existing residents.*

- *I request that you please carefully consider the overall implication of Roffey Homes being granted permission to build another large complex in a conservation area, and so close to the Brighton Road development. Roffey Homes are cramming as many people as they can into a small area that will put significant strain on the infrastructure and safety in this area.*
- *The current imposing design will dominate the quality of lives of those residents living directly opposite, casting their homes in darkness. Roffey Homes should be requested to come up with a smaller scaled proposal that is in line with the current properties in the area and sympathetic to its environment and current residents.*

89 Lyndhurst Road

- *I object to this development as I am concerned over the two listed trees with preservation orders and that the Roffey design is too large for this area losing the substantial front garden and green area with the flats too close to the flint boundary wall.*
- *I have big concerns over the new suggested entrance in Lyndhurst Road. This road can be very busy at certain times of day. With a regular bus service serving the community putting the new entrance close to Cranworth Road will simply add to heavy congestion. I live directly opposite and the effect on my privacy plus the light and noise pollution will definitely be detrimental to my quality of life!!*

1, 3, 44, 55, 87 and 89 Cranworth Road; 85 Lyndhurst Road and one other unspecified person and a resident in Cranford Road but unspecified address

Original and revised scheme

- *I wish to object to the initial planning proposal and planned changes to the above planning proposal for the following reasons.*
- *Dangerous access route to the site. The access route to the development is located on Lyndhurst Road opposite Cranworth Road. Lyndhurst Road is an important access route to the town, hospital and local schools. The entrance on Lyndhurst Road will affect not only road users but pedestrians making the road much more dangerous for all users.*
- *The entry will also cause disruption to the quality of life for those residents living directly opposite (noise and light).*
- *Three quarters of the buildings in Farncombe Road are of a Villa type design with tiled pitched roofs and totally sympathetic to the conservation area. The proposed design is out of scale, not in line with the character of other buildings in this area and contain too many flats.*
- *The proposed design is 30% larger than the existing building. Almost a third larger is a material increase and 30 meters higher is a dramatic and unacceptable change in height.*
- *•There is insufficient parking for the number of flats proposed which will impact on the parking available to existing residents in this area.*
- *•The corner element (junction of Farncombe/Lyndhurst Road) is awkward, clumsy and a bulky construction lacking in imagination. It is over assertive and a distraction ruining the lineage and greenery of the area.*
- *Parking is already impossible after 4pm with some householders having two cars. The volume of traffic is also very dangerous for emergency vehicles*

buses and cars. To add to this is absolutely ridiculous and an accident in the making.

- *I have seen the revised plans and I am still concerned the height will block out the sun from my property at certain times of the year which still affect my quality of life.*
- *Trees are vital to the health and the environment in this built up area*

4 Homefield Road

- *We are strongly opposed to the granting of permission for the development of 31 flats as applied for, for all the reasons as set out in the list of concerns, and copied below*
- *The number of units for the site is too large*
- *The architecture is out-of-character with existing historical structures and affects the charisma of the neighbourhood.*
- *No consideration for the impact on the Road traffic safety*
- *Potential parking required for up to 60 residents.*
- *Will destroy the streetscape and result in a concrete obstacle.*
- *Will remove and ruin the greenery and camouflage greenery at the junction. The removal of tree and the hedgerow will affect drainage, soil stability, wildlife habitat, and appearance of the area.*
- *Noise and traffic entering the Site will affect quality of life of those residents on Lyndhurst Road directly opposite.*
- *An alternative entrance needs to be sought other than that on Lyndhurst Road. Given that there is already a main entrance to this development this needs to be considered.*
- *31 flats will add to the stress on infrastructure, including waste disposal and parking. Lyndhurst Road regularly floods.*
- *Has this design be derived from a goal to maximise floor space i.e. profit?*

Homeowner Cranworth Road

- *I am a home owner in Cranworth Road and have only just seen this proposal, I was not notified as some of my neighbours were about this development and whilst I believe it is necessary to provide homes and that this site is suitable there are some very important reasons why I believe these plans should be modified.*
- *Firstly, the plans for 30 flats is far too big. This is a busy part of Worthing and there is a lot of traffic to and from the hospital and several local schools as well as people going and returning from work-this will raise safety issues particularly with the entrance in Lyndhurst road, it is extremely congested now in that area and would suggest the entrance is in Farncombe Road which is a wider and less busy road both from vehicles and pedestrians . Parking is a complete nightmare and despite having to buy permits to park on our own streets we are required at times to park elsewhere due to lack of spaces- with 30 more flats and up to 100 new residents should this plan go ahead, parking will be impossible.*
- *My biggest issue is the destruction of the trees. There is a very old tree in the grounds and it would be terrible to lose it, not only because it offers some greenery to a very ugly part of Worthing but also because it also provides*

some protection from the fumes people have to inhale on a daily basis as children walk to and from school and people go about their daily business. We have lost so many trees in this area through development and Worthing is becoming a concrete jungle but to chop down existing trees is criminal , they would take 100s of years to grow again and its unlikely with the amount of pollution along that road, they will be able to do so. There is also the question of the shelter they offer to birds and wildlife. These trees have not been a problem and should not be so now. There is also a lovely holly tree which no doubt will be destroyed if these developers have their way. I beg of you NOT to allow this to happen it isn't necessary.

- *Housing people is a priority and I am pleased that some of these flats will be for homeless and vulnerable people I just hope that Worthing council will listen to the people of Worthing the people that live and work here and the people that care about their town, it was a pretty town once, when I moved here 24 years ago but every day something goes that takes away a little of its beauty. The trees in the town will be down soon to make room for a coffee bar, the monstrosity that's going up on the seafront all for visitors and to attract visitors whilst the people in Worthing have to put up with the inconvenience and danger that's attached to this sort of renovation.*
- *I want these flats to go up for the homeless but please, don't destroy what little beauty there is left in this sadly declining area.*

Planning Appraisal

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.

Section 72 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 states In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

The Core Strategy, including Worthing Saved Local Plan policies, comprises the Development Plan here but the Government has accorded the National Planning Policy Framework considerable status as a material consideration which can outweigh the Development Plan's provisions where such plan policies are out of date; or silent on the relevant matter. In such circumstances paragraph 14 of the NPPF states that where the proposal is not otherwise in conflict with specific restrictive policies in the Framework, development should be approved unless the harm caused significantly and demonstrably outweighs the benefits when assessed

against the NPPF overall (albeit recent case law indicates approval of development which is contrary to the Development Plan will be the exception.)

The Council's self-assessment of the Core Strategy's Conformity with the National Planning Policy Framework demonstrated that, in many respects, the Council's key Development Plan conforms closely to the key aims and objectives of the Framework. However, it is acknowledged that in response to the requirements of the Framework and informed by local evidence it is clear that Council cannot demonstrate a current 5 year supply of housing in respect of Objectively Assessed Needs and that all relevant policies which relate to and constrain housing delivery in the Core Strategy are out of date in respect of the National Planning Policy Framework. Accordingly the Council needs to assess the housing delivery strategy set out in the current Development Plan. A Housing Study and Issues and Options document was published to this end and a revised Local Development Scheme which commits the Council to undertake a full review of the Core Strategy and prepare a new Draft Local Plan for consultation by the summer of 2018 has been produced.

The main issues raised by this proposal are:-

- The principle of residential development, housing need, dwelling mix and tenure and density
- Height/massing/siting/form/detailing of the development and quality of the design and impact on local character and townscape, including Conservation Area
- Impact on amenity of neighbours and amenity of new dwelling occupiers
- Parking and access arrangements
- Other environmental resource impacts, including drainage, flood risk, contaminated land and sustainability
- Planning obligations, CIL and absence of affordable housing, development viability

As such the proposal should be principally assessed against the statutory tests; saved Worthing Local Plan Policies H18; TR9, and RES7, Core Strategy Policies 7, 8, 10, 11, 12, 13, 14, 15, 16, 17 and 19; the National Planning Policy Framework and allied Practice Guidance; Worthing Borough Council Supplementary Planning Documents on; Residential Space Standards and Guide to Residential Development and Development Contributions; Strategic Housing Land Availability Assessment (2015) and Worthing Heritage Guide; Farncombe Road Conservation Area Appraisal; and Community Infrastructure Levy Charging Schedule (2015) and SHLAA and Interim Position Statement (Feb 18) Clarification of the application of Core Strategy Policy 10 (affordable housing); Ministerial Statement 25.3.15; DCLG Optional Technical housing standards in accordance with the above.

The principle of residential redevelopment, housing need, dwelling mix and density

The current building remains unoccupied whilst works to implement the recent permission under AWDM/1612/17 for temporary use as short stay accommodation for homeless people are carried out. However, its lawful permanent, last use was as a sui generis HMO for NHS staff. Whilst the permanent loss of such key worker, de facto, affordable housing may appear regrettable at a time when housing costs can impact on NHS staff recruitment and retention, the site has been declared surplus by the NHS and sold on.

That said, the building itself, although described previously by the NHS as of poor quality and difficult to let, clearly retains potential for beneficial future use as dedicated accommodation for key or vulnerable groups as exemplified by the recent permission to convert the premises to a homeless short stay accommodation, albeit on a temporary basis.

However, other than the broad policy to meet *a wide choice of high quality homes to address the needs of the community* as set out in Core Strategy objectives and Policy 8, there are no policies specifically governing such uses and none which expressly protect them. The temporary status of the homeless short stay accommodation was accepted in granting the recent permission, not least to allow for the current redevelopment proposal. An Exit Strategy to manage the loss has been prepared.

As for the proposed use as C3 flats, this complies with the broad spatial strategy and national policy. Although not formally allocated in the Core Strategy, the site is identified in the Strategic Housing Land Availability Assessment (SHLAA) as a Potential Housing site that meets the relevant criteria of suitability, availability and achievability. In particular, it is situated in an established residential inner suburb close to the town centre fringe which has good access to local facilities and the town centre and is generally supported by necessary infrastructure. A substantial part of the site is brownfield land and significant greenfield elements are retained. In practice, the site is available in the short/medium term (3-10 years) due to the interim short stay housing for the homeless use recently approved. The size and shape of the site lends itself to development, and, as infill residential development, it consolidates the land use pattern.

The proposal makes efficient use of such land in so far as it achieves a high site density of some 120 dwellings per hectare and replace a currently tired and unoccupied building (albeit, soon to be put to positive use). This density ties in with the notional density on redevelopment anticipated in the SHLAA, though this is simply a broad guide, not informed by any architectural feasibility study and not prescriptive – see design appraisal.

Turning to the dwelling form and mix, Core Strategy 8 recognises higher density housing (such as the flats proposed here) is appropriate in and around town centres. The current location broadly fits this policy as it is, at least, reasonably close to the defined town centre boundary and by a mixed use area, where flats feature alongside suburban houses. Flats are also the most effective way of optimising density here.

The proposal helps meet an acknowledged housing need for accommodation by the older part of the population - i.e. 55 and overs. That said, it is important to note the flats are not supported accommodation and communal living facilities are absent. Whilst all the upper floor flats are accessible by lift, only three wheelchair car parking spaces are shown, though the applicants report there is ample space to park mobility scooters in the ground floor stores.

In terms of physical access to the flats for those with mobility difficulties, the applicants advise *that all apartments should meet the optional M4(2) category 2 standard* (roughly equivalent to Lifetime Homes) *but only through very detailed design at Stage 3 onwards can this be fully confirmed. Similarly, many of the adaptation requirements of M4(3) (Wheelchair accessible) can be met, however only through detailed design can this be done.* Achievement of such a standards is appropriate for a development expressly catering for the over 55s which will include the elderly and mobility restricted. It will enable residents to stay on in their flats as they age and is broadly consistent with Core Strategy Policy 8 and supporting SPD. Subject to negotiation, this may be secured by condition.

The developer has previously reported that, from experience of building similar high quality flatted developments, over half of Roffey homes apartments are purchased by downsizers resident in the Borough. As a result, the proposal is likely to release a significant number of under-occupied family houses with gardens for new family occupation which directly assists one of the core underlying aims of Core Strategy Policy 8.

A proposal of this scale would normally be expected to provide 30% of the homes (i.e. 10 dwellings) as affordable and on site. The current application proposes none, nor a commuted sum for off-site provision on the basis that this would render the scheme effectively unviable.

The issue is considered in detail in the Planning Obligations section below.

The 30 flats would certainly contribute towards reducing the recognised shortfall of identified deliverable housing land against Objectively Assessed Need (OAN). However, in practice, the gain, though welcome, is sufficiently modest that it would not, by itself, be determinative, especially given the scale of shortfall against the OAN and the fact that the site is already factored into the Core Strategy's expectations for future housing delivery through the SHLAA. In any event, the Committee will recall, action to realign the Plan with the NPPF is underway through the planned Review, with draft proposals due to be published this year.

Any regeneration benefits from redevelopment are limited and would not be unique to this scheme.

As such the proposal may be supported in principle and is broadly in accordance with the spatial strategy and a five year permission is, in principle, acceptable to allow the temporary homeless project to be implemented as planned.

Height/massing/siting of buildings and quality of the design and impact on local character and townscape, including Conservation Area

The proposal falls to be assessed against Core Strategy Policy 16, informed by the Conservation Area Appraisal and taking account of the statutory tests for development in Conservation Areas and National Planning Policy Framework (NPPF) and Planning Practice Guidance - principally achieving a good standard of design and taking reasonable opportunities for enhancing the character and appearance of the Conservation Area.

This is an important and very prominent site in the Conservation Area and wider townscape, close to several buildings identified as positive contributors to the Conservation Area and/or Local Interest Buildings such as the Victorian villa next door at 22 Farncombe Rd and St Johns Ambulance building, opposite. The Conservation Area is itself, a Heritage Asset as defined by the NPPF. Any redevelopment would need to fully optimise the sites potential whilst being sympathetic to its surroundings. For these reasons and the different characters of the Lyndhurst and Farncombe Road areas, such a task is challenging.

Whilst, the current building is of little architectural significance in itself, the limited footprint of the building means that the site contributes to the open character of the Lyndhurst /Farncombe Road and Homefield Road crossroads. The site enjoys a sympathetic relationship with the characteristic Victorian villas and leafy corridor in Farncombe Road and other neighbouring buildings, as well as contributing to the greenness of the area, not least the distinguished Monterey cypress tree. The loss of the existing building is acceptable, subject to replacement scheme achieving the requisite quality.

Unfortunately, even with the latest revisions, the submitted redevelopment scheme falls short of the mark.

The problems can be, at least, part traced back to the questionable contextual and other analysis and judgement used by the applicant to inform and justify the siting, scale, mass, height, form and detailed design of the proposed block.

To begin, no building in the Conservation Area and relevant wider context (including crossroads) which is accepted as a positive reference and suitable comparator, is as large in footprint (street frontage and depth, particularly) and, accordingly, so assertive. Indeed, the scale of terraces in Lyndhurst Road opposite is materially smaller than the proposed block and is not fairly reflected in the new scheme.

Similarly, no comparator building is so tight to the extrapolated Farncombe Road building line and corner with Lyndhurst Road, bearing in mind the length and height of its street frontage and the fact that the building projects deep towards the apex of the corner. Typically, the crossroads buildings are well set back from their respective corners.

Likewise, allied to the above, no comparator buildings so assertively address the corner with Lyndhurst Road or other corner in the Conservation Area in terms of its form as the proposed block, with its taller and angled corner feature. Whilst the St Johns Ambulance on the opposite side of the crossroads is angled to face the

corner and is a positive contributor to the Conservation Area/appropriate reference point, it is set right back, is much smaller and its turret does not face the corner

The spacing between the new block and the Victorian villa at No. 22 Lyndhurst Road is recognised as typical of the street but does not take proper account of the scale of the new block and the mass of its untypical, extended frontage and how this squeezes the characteristic spacious setting of this villa and street rhythm.

The height of the new block may not be that much taller (ie less than one metre) than the existing building on the site, nor, at its closest points, to its neighbours at No. 22 Farncombe Road and the flats at No. 24 Lyndhurst Road. However, the block's fourth storey set back is narrow, and, compared to the relatively shallow pitched roofs of the existing building and villa at No. 22, with their recessed ridges; its vertical face would be far more prominent from the street. The block would be much more assertive.

The logic is unconvincing for linking the two constituent elements of the scheme identified by the applicants (Lyndhurst Road element on the axis of the current building and Farncombe Road element on the line of that road) by a substantial intermediate element to create one large block, rather than keep a full physical separation, more typical of the pattern of development in the area and its character. For all the modulation, this lends the block a heavy character, unbroken by clear space.

Not least, the proposed block's detailed design, particularly its bays, entrance treatments, and zinc faced fourth storey, fail to clearly and sensitively respond to the distinctive and important period vernacular of the Victorian villas in Farncombe Rd. The bays read as heavy and the building entrances are inappropriately understated, whilst the zinc is an alien and discordant facing material in the local palette.

Finally, the high visibility of the proposed block from many important vantage points and its relationship to tree cover bears special attention. The loss of several frontage trees and proposed landscape treatment means that the corner and a large part of the Lyndhurst Road frontage of the site would be much more exposed than at present. Whilst the scheme is partly obscured by several retained frontage along Farncombe Road, these are deciduous and provide limited screening for much of the year.

The retention of the Cypress tree in Lyndhurst Road is welcomed and provides some screening but the conclusion that the scheme would be highly visible across the open crossroads and noticeably visible from Lyndhurst and Farncombe Roads as well as glimpsed views from Selden Rd, not to mention from the neighbour flats in Horton Court and 24 Lyndhurst Road, is inescapable and only serves to heighten concerns over its adverse visual impact set out above.

These are all significant shortcomings in themselves but in combination weigh heavily against the scheme.

As mentioned previously, the principle of redevelopment is supported and even encouraged. However, as a result of the combination of its height, siting, mass, footprint and form, and, bearing in mind the prominence of the site and its importance to the Conservation Area and wider townscape, the proposed scheme

would appear unduly large, over-dominant in the street scene, particularly in relation to the corner and Victorian villas in Farncombe Road, the incongruousness, compounded by its unsympathetic detailing. Even allowing for the shortcomings of the existing building, it is not an acceptable replacement. These concerns are underlined by the objections received from The Worthing Society, Conservation Area Advisory Committee and neighbours.

This suggests the quantum of floorspace sought is over ambitious and points to overdevelopment.

That said, the applicants efforts to modulate and articulate the building, including setbacks, and, green (albeit much narrower) frontages are recognised, and, likewise, the last set of revisions' attempts to address concerns raised. However, the changes made are relatively minor and do not deflect from the conclusion, that whatever the building's intrinsic architectural merits, the proposal is inappropriate for this location.

Accordingly, the proposal fails to achieve the quality of design expected of such development on such an important site and would harm the appearance and character of the Conservation Area as a heritage asset and wider townscape, contrary to the relevant tests and policy framework.

Impact on amenity of neighbours and amenity of new dwelling occupiers

The residential neighbours principally affected are the flats at 24 Lyndhurst Road to the east and the flats in the two closest building at Horton Court to the south.

The new block is a very similar distance from No 24 Lyndhurst Road as the existing building, and, likewise, similar depth and height at the nearest point. Whilst there are windows serving habitable rooms on all three floors facing west towards the new block and the new block does rise to four storeys some 5.5 ms back from the nearest edge of the new block, at the distances involved, no unacceptable harm to the outlook or natural light would result for No 24. As the east facing windows in the new block only serve ensembles, no overlooking would occur if these are obscure glazed and openings restricted. This may be secured by condition. The roof terrace serving the top flat (No 30) and the balconies serving the lower flats sited close to the SE corner of the new block do have the potential to cause overlooking. However, with the set back to the roof terrace shown (2ms) and adequate screening which can be secured by condition, this may be avoided.

22 Farncombe Road (Horton Court) is close to the southern edge of the new block and three first floor windows directly (one serving a bathroom and two primary windows serving a bed room each) and part of a front bay serving a further bedroom look towards the new block. Whilst the new block is much closer than the existing building, no harm to natural light would occur at this distance given the top floor of the new block is set back. Some limited impact on outlook would however, result for the two bedrooms but as the main aspect of the bay window is west, the impact to this bedroom would be still less. Overlooking would also occur from the several upper floor windows serving habitable rooms on south facing elevation of the new block and also the roof terrace. However, as the relevant windows in the new block are secondary, these may be obscure glazed by condition and the west and east facing balconies on the new block are obliquely sited and flank privacy

screens could be secured by condition mitigate any loss of privacy. The roof terrace is close but sufficiently elevated not to be invasive.

The properties on the west side of Farncombe Road and north of Lyndhurst Road are sufficiently distant and their facing elevations public not to impact unacceptably.

Turning to the new flats themselves, they are all generously sized and exceed the relevant internal standards. All the flats have their own private balcony or roof terrace which also meets relevant standards. In addition, there are communal landscaped gardens on all the street frontages.

Parking and access arrangements

The Highway Authority has raised significant concerns over the scheme, resulting in a formal objection.

The applicants have made a late response to these concerns and their covering Transport Note is reproduced in full in the section dealing with Applicant's Supporting Statements.

The Highway Authority's response to this is awaited and will be reported to the Committee.

In short, the Highway Authority has expressed concerns over the creation of a new access onto the busier and narrower Lyndhurst Road in preference to use of Farncombe Road, as currently exists. The main issue here is visibility for emerging vehicles between parked cars in the bays and the road safety danger it poses, bearing in mind the history of personal injury accidents. Prior consultation with the Highway Authority on the loss of the front parking bays has not been undertaken and their removal relies upon a successful Traffic Regulations Order. The level of on-site parking has not been justified and access by refuse and Fire and Rescue Services has not been demonstrated. Initially, the Highway Authority indicated that it wished to be re-consulted when the additional information is available, at which time the highway elements of the proposal will be considered further. However, as no satisfactory response to their concerns was received it firmed up its stance to an objection in response to the revised scheme as follows:

From scrutiny of the latest information available on the LPA's Planning webpages, no additional highway content appears to have been provided, including replies to the CHA's previous response of 9th November. In the absence of satisfactory information, the CHA object to the proposal for the following reasons:

- 1. The proposal does not make provision for adequate visibility at the junction of the access with the public highway and in use would be detrimental to highway safety.*
- 2. The proposal does not demonstrate suitable access for emergency or refuse vehicles to park, turn or operate on-site, thereby requiring such vehicles to reverse to and from the highway to the detriment of highway safety.*

Certainly, these underscore many objections from The Worthing Society and neighbours.

The Highway Authority's concerns centre around safety. This is a prime concern of the NPPF as set out in para 32 which states that: *Plans and decisions should take account of whether safe and suitable access to the site can be achieved for all people.*

The test in planning terms for assessing harm from transport impacts of development is also set out in para 32 of the National Planning Policy Framework: *Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."*

Severe is not defined in the National Planning Policy Framework and it is left to the decision maker to use their judgment but what seems clear is that it is not the magnitude of the physical impacts on the network, rather it is the residual outcomes that are critical. If road safety were materially prejudiced the consequences would almost by definition be severe - personal injury or fatality.

The Highway Authority has, to date, assessed the proposals and concluded that safety would be unacceptably compromised. Accordingly, if this position were to be maintained, it would appear that NPPF test is satisfied and the proposal would be unacceptable for the reasons cited.

That said, the applicants have made a comprehensive case in their latest submissions and judgement is therefore suspended on the safety issues, pending the Highway Authority's response.

Turning to on-site parking, this is questioned by the Highway Authority but not objected to, despite neighbour concerns raised over provision. The 21 spaces proposed is certainly significantly fewer than the number of flats (30) and fewer than the 27 spaces required using the Highway Authority's parking assessment calculator for market flats of the mix proposed in this Ward.

However, whilst the calculator itself takes into account the sustainable location, it does not give consideration to the fact that the development is to be restricted to the over 55s. The latest submission by the applicant notes that *a significant proportion of residents moving into the retirement homes give up on car ownership at the time of moving into those types of accommodation'. Other factors contributing to the reduction in car ownership relates to the percentage of women occupying these types of development and the low occupancy per unit. Section 4 of that report further notes that the anticipated car ownership per apartment is around 0.46 which for this development site would result in only 14 spaces required.*

Although the proposed development is not a retirement home (C2) use occupied solely by the elderly but 30 self-contained flats available to the over 55s and car ownership may not be as low as suggested, this is relevant.

The applicant's recent statement that, *the proposal will result in no net loss of parking spaces* also provides reassurance over on street parking impacts, though this is dependent upon the Highway Authority accepting the proposed new arrangements.

Subject to the Highway Authority's comments on the latest submissions, the conclusion is that the impact of the notional parking shortfall may not be significant

and its impacts would be less than severe and so an objection on these grounds could not be sustained.

In all other transport respects, such as sustainability of the general location, the proposal would be acceptable.

Other environmental impacts including ecology/trees, drainage, flood risk and sustainability

The site is in a low flood risk area and the Drainage engineer is satisfied with the approach of the Drainage Strategy. Details of sustainable drainage may be reserved by condition.

The loss of the several trees on site is regrettable but unavoidable with the design. However, they are of low value (C category), including the multi stemmed lime tree in the NW corner of the site and the holly on the Lyndhurst Road frontage covered by a Tree Preservation Order. Acceptable compensatory planting is proposed. The Council Arboriculturalist raises no objections.

The retention of the very distinguished and attractive Monterey Cypress in the NE corner of the site is welcomed. As the footprint of the new block is very similar to the current block in the vicinity of the tree, the impact on the root zone would be limited. Suitable protection during construction may be secured by condition. The tree is sufficiently distant and the crown sufficiently high not to impact on the outlook or light from adjacent future occupiers.

The street trees are also retained, though limited surgery is also proposed.

The site has been assessed by the applicants Ecologist and found to be of low value with negligible bat roost potential. Ecological enhancements are proposed and are supported, including using native species and provision of bird nesting boxes. These may be secured by condition.

The County Archaeologist raises no objections.

The building provides an Energy Strategy to achieve the required 19% reduction on the baseline under Part L Building Regulations through design and materials and provision of a large array of Photovoltaic panels on the roof. The applicants advise this is equivalent to the former Level 4 of the Code for Sustainable Homes. This is welcomed.

Absence of affordable housing, development viability and planning obligations

Since the adoption of the Community Infrastructure Levy, tariff style development contributions, other than for affordable housing, may no longer be sought. Site based development contributions may still be sought where they can be justified to overcome a specific site impediment, such as providing new road infrastructure or compensatory off site wildlife area. However, no such provision is required in this case.

As the site is in Selden Ward, a zero Community Infrastructure Levy is charged to offset the addition pressure on infrastructure created.

Turning to affordable housing, Core Strategy Policy 10 expects residential schemes of this scale to provide 9 affordable housing units on site to meet the 30% quota, subject to:

- *the economics of providing affordable housing*
- *the extent to which the provision of affordable housing would prejudice other planning objectives to be met from the development of the site*
- *the mix of units necessary to meet local needs and achieve a successful development.*

This would normally split fairly evenly between affordable rent and shared ownership.

The policy also states;

Where the Council accepts that there is robust justification, the affordable housing requirement may be secured through off-site provision.

If off site provision through a commuted sum is acceptable, it calculates as;

4 x one bed units @ £23,868 = £95,472
25 x two bed units @ £24,255 =£606,375
1 x three bed units @ £31,532 =£31,532

Total = £733,379

Government Planning Policy Guidance on Affordable housing in respect of Vacant Land Credits has been dis-applied in the Borough due to the acute affordable housing need; highly constrained housing supply and nature of land supply in terms of residential delivery, as set out in the recently published Interim Position Statement (Feb 18) Clarification of the application of Core Strategy Policy 10 (affordable housing).

The applicant's submitted viability assessment assumes this Vacant Land Credit (VBC) to reduce the requirement applies.

In this case the applicant proposes no on-site or off-site provision on grounds of viability, even with the VBC.

The case advanced by the applicant in the current scheme is set out in detail in the submitted viability appraisal and subsequent supplementary statements.

They have been assessed by independent viability consultants for the Council. The viability information was submitted on a confidential basis but this needs to be balanced against transparency.

Recent Information Commissioner's Office tribunals and Courts decisions in relation to the Environment Information Regulations have sought to reconcile these competing considerations when Local Authorities receive requests for full disclosure

of viability information submitted to support a planning application. The message appears to be that in certain circumstances, the public interest in protecting potentially commercially sensitive information can outweigh that of disclosure. This is underscored by Government PPG which states:

Paragraph: 007 Wherever possible, applicants should provide viability evidence through an open book approach to improve the review of evidence submitted and for transparency.

The balance struck in this instance is to share relevant non-sensitive information but restrict the full detailed picture which includes commercially sensitive information to the confidential part of the agenda.

The applicant has submitted the following justification in the non-confidential Planning Statement:

*“6.6.4. A Viability Report has been prepared by Roffey Homes Ltd in support of this application. The assessment concludes that due to the scheme’s poor viability position, the development proposal cannot support the delivery of affordable housing (either onsite or as an offsite contribution).**

** The viability appraisal documentation discloses detailed financial statements relating to the redevelopment and contains commercially sensitive information, the disclosure of which would be severely prejudicial to the applicant’s (Roffey Homes Ltd) commercial interests in relation to Section 43 (2) of the Freedom of Information Act 2000 and therefore must not be made available to third parties.*

6.6.5. The viability assessment notes that, in the absence of an affordable housing contribution, the calculated developer profit on this scheme would be just 14% rather than the 20% which would normally be expected. The accompanying note on the viability assessment states:

In terms of developer profit, levels of 20% of GDV are the standard for small, single phase schemes of this nature and an expectation of banks for funding purposes.

However, the development appraisal results in an out-turn Developer profit of just 14%.

Roffey Homes are however prepared to move forward at this level as the earliest they shall commence the re-development would be in 3 years’ time.”

The findings of the viability consultants were that the residential sales costs used in the applicants viability appraisal and the development costs were reasonable, save for omission of VAT obligations. The site purchase costs allowed were also reasonable.

The levels of profit for all scenarios considered were all *lower than a developer would expect for a project of this type and could make the project unviable*. These ranged from 14.4% without VAT and 13.18 % allowing for VAT but no affordable housing, down to 5.42% if the full affordable housing requirement were met with no vacant building credit.

Government guidance does not specify what a reasonable profit level for a developer is other than it should be *competitive to enable the development to be deliverable and will vary significantly between projects to reflect the size and risk profile of the development and the risks to the project. A rigid approach to assumed profit levels should be avoided and comparable schemes or data sources reflected wherever possible* (Paragraph 15). The current benchmark rate of profit proffered at many appeals and cited by the applicant is some 20% (profit expressed as percentage of gross development value). However, lower profit levels can be acceptable to some developers in particular cases and may be appropriate, as noted by an Inspector in a recent appeal *Whilst 20% is often cited as a benchmark profit level it is not a figure 'set in stone'*. Here, less than 20% profit level was considered deliverable (APP/W0530/W/16/3162178: 5.6.17).

Since this analysis was produced the scheme has been revised to reduce the overall floorspace slightly by downsizing flat 23 from a three to a two bed flat. The applicant states that this, and the reported omission of ground rents from the appraisal, reduces the level of profit to just 12% (expressed as percentage of development value), even with no affordable housing.

The Council's independent analysis, therefore, indicates that the scheme without any affordable housing but with VAT is at the margins of viability (13.18 % profit described as *slightly lower profit than a developer would expect for a project of this type*).

If the full affordable housing were required, the impact on profit effectively renders the scheme unviable (5.42% profit described as *significantly lower than a developer would expect for a project of this type*).

Taking into account *the economics of providing affordable housing* referred to in Core Strategy Policy 10, no affordable housing is, accordingly, justified.

Support for this conclusion is to be found in the NPPF which states that,

Ensuring viability and deliverability

173. Pursuing sustainable development requires careful attention to viability and costs in plan-making and decision-taking. Plans should be deliverable. Therefore, the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.

The supporting Planning Practice Guidance further advises:

Paragraph: 004 : Planning obligations must be fully justified and evidenced. Where affordable housing contributions are being sought, planning obligations should not prevent development from going forward.

Paragraph: 006 Where local planning authorities are requiring affordable housing obligations or tariff style contributions to infrastructure, they should be flexible in their requirements. Their policy should be clear that such planning obligations will take into account specific site circumstances.

Paragraph: 016 A site is viable if the value generated by its development exceeds the costs of developing it and also provides sufficient incentive for the land to come forward and the development to be undertaken.

Paragraph: 026 In making decisions, the local planning authority will need to understand the impact of [planning obligations](#) on the proposal. Where an applicant is able to demonstrate to the satisfaction of the local planning authority that the planning obligation would cause the development to be unviable, the local planning authority should be flexible in seeking planning obligations.

This is particularly relevant for affordable housing contributions which are often the largest single item sought on housing developments. These contributions should not be sought without regard to individual scheme viability. The financial viability of the individual scheme should be carefully considered in line with the principles in this guidance.

Whilst, the viability of the scheme, even without affordable housing, is questionable, the applicant advises:

Roffey Homes are however prepared to move forward at this level as the earliest they shall commence the re-development would be in 3 years' time.

They accordingly state that:

In this regard, as Roffey Homes are requesting a 5-year consent, they are prepared to provide an open-book appraisal at the end of the project with any profits over 20% of GDV being put towards affordable housing contributions. Such contributions would however need to be capped at an agreed figure, taking full account of the reduced sum available, subject to the application of Vacant Building Credit (VBC).

Whilst the principle of a formal review of affordable housing provision through a clawback mechanism in a legal agreement is welcomed, the Council's' viability consultants have assessed the applicant's proposed trigger rate of profit as follows:

On the developers premise that sales values will outperform construction inflation, Roffey Homes have offered, on an open book basis, to put any profit over 20% towards the affordable housing contributions which are currently excluded from the assessment. If the authority are to consider this, we would recommend that any profit over 16.47% (calculated as a percentage of development costs) is put towards the affordable housing contribution, as this is the level in which Roffey Homes are currently willing to proceed upon. With regards to this being capped, we would recommend that it is capped at the full value of the affordable housing contribution.

The applicants have responded to this as follows:

It should also be pointed out that we are 'gifting' the use of the site until the redevelopment to the Worthing Homeless Churches Project to benefit both work

with homelessness and also the Council's work with emergency The Roffey Homes viability appraisal was constructed using an honest and open book method. This was acknowledged by Gleeds, with many values being noted as being on the low side. In particular, our funding was shown as being on only 50% of the construction cost alone, for half of the construction programme. So no funding on the land purchase. Our past experience is that our funders are able to waive the requirement for a 20% return as their exposure is minimal in relation to our own investment This is how we hope we can deliver the site.

Unfortunately though, there are many unforeseen and unpredictable situations that can occur going forward which can materially change our development funding model. This could necessitate earlier and greater funding, against the land value, and higher percentage funding against the construction cost. No bank or funder will fund in such an eventuality unless we are able to clearly show a 20% profit margin. If the Council impose a lower threshold after which affordable housing is due, then this would directly impact on the likelihood of greater funding being achieved, therefore directly affecting delivery of the development.

This 20% profit figure is accepted by Planning Inspectors as a minimum acceptable level of profit to target through a review mechanism as shown through the attached examples, which ratify the bank lending situation. accommodation. This will be financially beneficial to both the Council and WCHP. We need not have done this, and could have rented the property out as an HMO bringing in an income of around £10,000 per month.

We therefore cannot accept a lower threshold and would challenge any such attempt to do so.”

Conclusions

The principle of residential redevelopment is supported on this sustainable located, partly brownfield site. The flatted form of development is appropriate in this location and the dwelling mix and quality of accommodation acceptable. Over 55s housing meets one of many acknowledged needs in the town. The proposal provides a generally good quality of accommodation and in broad terms aligns with the spatial strategy.

The contribution of 30 flats, though welcome, is sufficiently modest that it would not, by itself, be determinative, especially given the scale of shortfall against the Objectively Assessed Housing Need and the fact that the site is already wired into the Core Strategy's expectations for future housing delivery through the SHLAA. Any significant regeneration benefits are questionable.

The major concerns over design suggest the floorspace sought, if not the number of dwellings themselves, may be over ambitious.

The absence of any provision for affordable housing is disappointing, especially as no Community Infrastructure Levy to cover infrastructure impacts is payable either, though the temporary gifting of the site for the homeless project is clearly beneficial.

That said, the developer has demonstrated to the satisfaction of the Council's independent consultants that the scheme is unviable with any affordable housing

and their analysis suggests on the margins of viability even with no provision. In which case, a refusal would not be sustainable against the Core Strategy Policy 10 which expressly takes into account the economics of the provision of affordable housing in determining the appropriate amount justifiable and, above all, Government policy and guidance on the subject which advises flexibility should be shown in such cases of proven unviability. The principle of a clawback arrangement in the event that viability improves with completion of the scheme is welcomed but the profit levels that triggers this is still the matter of dispute.

The viability of a development is a material planning consideration and any reduction in the number of units or floorspace would mean that the development is unviable. As a result Members have to assess whether the harm caused by the development is such that it overrides any benefits with the loss of the existing building and the provision of 30 new apartments.

As set out in the report, your Officers feel that the design changes do not go far enough to mitigate the overall scale, bulk and massing of the scheme given its sensitive and prominent location within the Farncombe Road Conservation Area. This is an important and prominent site but the proposal is unduly large and over assertive and fails to reflect important local character in this Conservation Area. It is unacceptable in design terms.

There are residential properties close by, but the impact on amenity is limited, especially if suitable safeguards on selective obscure glazing of relevant windows and provision of suitable privacy screens to appropriate balconies and roof terraces were to be secured by condition

The scheme is otherwise acceptable in environmental resource terms and drainage may be secured by condition. The impacts on trees are generally acceptable.

The chief concerns are, however, the design and, based upon the Highway Authority's last formal comments, road safety.

To date, the Highway Authority has objected on grounds of inadequate visibility at the new junction of the access with Lyndhurst Road and failure to demonstrate suitable access for emergency or refuse vehicles to park, turn or operate on-site, thereby requiring such vehicles to reverse to and from the highway to the detriment of highway safety. Safety is a prime concern and if materially prejudiced, the consequences would be severe. The applicants have made a late, comprehensive submission to try and overcome the address the Highway Authority's objections and the Highway Authority's formal response is awaited. Pending this, the objection remains.

The tests of paragraph 14 of the National Planning Policy Framework apply as the Core Strategy is acknowledged to be out of date in terms of provision for the delivery of Objectively Assessed Housing. However, it is concluded that the harm caused by the proposal in relation to the design and road safety concerns significantly and demonstrably outweighs the benefits when assessed against the NPPF overall. The proposal is not sustainable development.

As such the proposal is unacceptable.

Recommendation

Subject to the comments of the Highway Authority, **Refuse** the application for the following reasons:

1. The proposal would by reason of a combination of its siting, height, massing, footprint and form and prominence of the site appear unduly large and over-dominant in the street scene, particularly in relation to the corner and crossroads and Victorian villas in Farncombe Road. The detailing, additionally, unsympathetically relates fail to the character and appearance of the Victorian villas in Farncombe Road. As such, the proposal fails to achieve the quality of design expected on such an important and sensitive site and would harm the appearance and character of the Conservation Area as a heritage asset and wider townscape, contrary to Core Strategy Policy 16 and National Planning Policy Framework and Planning Practice Guidance.
2. The proposal does not make provision for adequate visibility at the junction of the access with Lyndhurst Road nor has it demonstrated that suitable access for emergency or refuse vehicles to park, turn or operate on-site, thereby requiring such vehicles to reverse to and from the highway. This is to the detriment of highway safety and contrary to para 32 of the National Planning Policy Framework.

14th March 2018

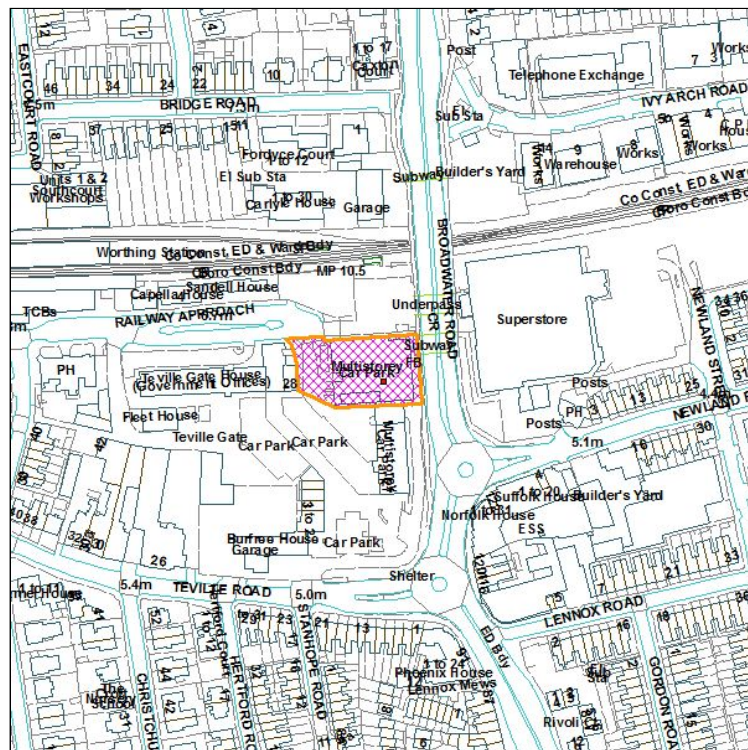
Application Number: AWDM/0151/18

Recommendation – Approve
subject to satisfactory resolution
of the comments from West
Sussex County Council and the
expiry of the consultation period
on 19 March

Site: Multi Storey Car Park, Railway Approach, Worthing

Proposal: Construction of a 66 space temporary public car park with 3no. 3m high lighting columns on the approximate footprint of the demolished Teville Gate multi-storey car park using the existing vehicular access from Railway Approach with 2.4m high palisade fencing with lighting along the northern boundary and realignment of the existing solid hoarding with lighting along the southern boundary.

Applicant: Adur & Worthing Councils Ward: Central
Case
Officer: Gary Peck



Not to Scale

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Proposal, Site and Surroundings

This application seeks full permission for the construction of a 66 space temporary public car park with 3 x 3 metre high lighting columns on the approximate footprint of the soon to be demolished Teville Gate multi-storey car park (a prior notification has been received to demolish the car park which will be determined in mid-March).

The existing vehicular access from Railway Approach will be utilised and it is proposed that 2.4m high palisade fencing with lighting will be used along the northern boundary while the existing solid hoarding with lighting will be realigned along the southern boundary.

The multi-storey car park recently closed and the site subsequently secured with hoarding and therefore is not currently accessible by the public. It is anticipated that an application proposing a comprehensive redevelopment of the wider site will be submitted shortly and hence the proposal is submitted on a temporary basis. The site is outside of any Conservation Area.

Residential properties are across the railway line to the north with Morrisons supermarket to the east. An unused office block, Teville Gate House is to the west with further mixed commercial uses beyond.

Relevant Planning History

NOTICE/0023/17 – Currently under consideration and seeks Prior Notification of the proposed demolition of all buildings on the site of Teville Gate including the multi-storey carpark, kiosk, Burfree House and Fleet House, pending wider redevelopment of the site.

Consultations

West Sussex County Council (Highways)

This is the WSCC Highways response to the above application for construction of a 66 space temporary car park with lighting, fencing, retaining wall and pedestrian walk-way.

Summary position of Highway Authority.

Further information is required.

Description of development.

The proposal seeks to provide a temporary car park following demolition of the current multi-storey car park at the Teville Gate site. The application does not appear to seek permission to demolish the existing car park. That is a separate matter being considered in parallel to this. Therefore, comments below solely respond to the application as submitted for the temporary replacement. If this is not the case, the Planning Case officer should inform the Highway Authority at the earliest opportunity.

Access.

Access is shown off Railway Approach. Alongside vehicular access, pedestrian provision is maintained utilising existing footways (also in Railway Approach). It also retains – albeit in altered guise – a pedestrian walkway providing access under Broadwater Bridge through to Morrisons Supermarket and beyond. This is a well-used walking route. The works shown, reference a retaining wall although as documented below, further information is required about this.

Additional information required:

Although the general ethos of the scheme is accepted by the Highway Authority, drawings are required to be able to properly understand the nature of the proposals relating to the structural elements of the scheme. When received, this will determine the next steps and the level of scrutiny required.

Proposed Retaining wall – An ‘Approval in Principle’ (AIP) is likely to be required in due course. However, the need for an AIP is very much dependant on the retained height of the wall and the interaction with the adopted highway (NB: any wall with a retained height of 1.5m or greater is a ‘structure’ and therefore warrants the Technical Approval process with AIP’s etc.). Equally, the Highway Authority needs to understand if said wall is being offered for adoption or is to remain in private ownership. Therefore, the applicant should provide drawings setting out such details as height, specification, cross-sections and whether it is to be offered for adoption (and indeed, the detail of what it is there to retain etc.)

Broadwater Bridge - WSCC always need to be able to access the structure for inspections and any possible maintenance. The reality is that any access is likely to be infrequent so it is unlikely to be a significant issue. However alongside drawings for the permanent condition, WSCC also needs to understand the temporary state during and after demolition (but before redevelopment) i.e. boundary fencing, height restriction barriers etc.

Other matters.

Road Safety Audit – Dependent on what comes back from the applicant in response to 1 and 2 above, the Highway Authority reserves the right to request a Stage 1 Road Safety Audit be provided. If one is required the process would need to be appropriately considered and responses agreed prior to determination of the proposal.

Duration of any permission (if granted) – This information is required.

Boundary fencing – Who will maintain?

Please re-consult when further information is available.

Environmental Health (Public Health & Regulation)

Comments as follows:

- hours of demolition/construction/works - standard hours to apply;
- dust - appropriate suppression methods submitted prior to works (if necessary);
- noise - no comments;
- air quality - no comments;

- light - please may the developer demonstrate that the proposed lighting will not over spill the curtilage and adversely affect the neighbouring residents (Isolux contour map or similar);
- contaminated land - precautionary condition.

Representations

Any representations will be reported verbally at the meeting.

Relevant Planning Policies and Guidance

Worthing Core Strategy (WBC 2011): Policies 12, 16 & 19
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

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 main issues in the determination of the application are the effect of the proposal upon the character of the area and whether highways issues can be satisfactorily addressed.

Teville Gate is designated as an Area of Change in the Core Strategy which when adopted in 2011 recognised that the existing buildings were of poor visual quality that provided an unattractive entrance into the town. Although planning permission has been granted twice for redevelopment of the site, neither of the schemes have been implemented and discussions are now advanced regarding the submission of a further application. In the meantime, the Council has decided to remove the existing unsightly buildings on the site and a prior notification application securing their demolition was submitted earlier this month.

The car park was still operational prior to its closure and there remains a need for parking provision on the site pending the redevelopment of the site and hence this application seeks permission for the provision of a 66 space temporary car park on the site. Public access to the adjacent supermarket will be reinstated as part of this application, via the subway under Broadwater Road, by a new public footpath. Barrier protection rails are proposed to prevent vehicles encroaching onto the public pedestrian footpath to the north and to prevent vehicle access into the subway under Broadwater Road and level access will be provided from the car park by dropped kerbs and tactile paving slabs where required.

Lighting for the car park would be provided by directional aluminium LED light fittings fixed to the northern and southern boundary fences, with additional 3m high lighting columns located within the centre of the car park. All lighting will be directed downwards to minimise light pollution. It is noted that the Environmental Health Officer has requested further details to ensure that there is no light spillage to nearby properties.

Your Officers note that the County Council as highways authority have requested further information but raise no objection in principle to the application. Subject to the satisfactory resolution of the comments, therefore, your Officers do not feel that the application will have a material impact upon the character of the area given that the much taller existing car park will be demolished and parking provision will be retained while the wider redevelopment of the site progresses. It is therefore considered that the application should be approved once the details required by the Highways Authority have been satisfactorily submitted.

Recommendation

To **GRANT** permission

Subject to Conditions:-

1. Temporary permission 1 year
2. Dust suppression details to be agreed
3. Lighting spillage details to be agreed
4. Contaminated land precautionary condition
5. Hours of construction works to be agreed

Together with any further conditions required by the Highways Authority.

14th March 2018

Application Number: AWDM/1957/17

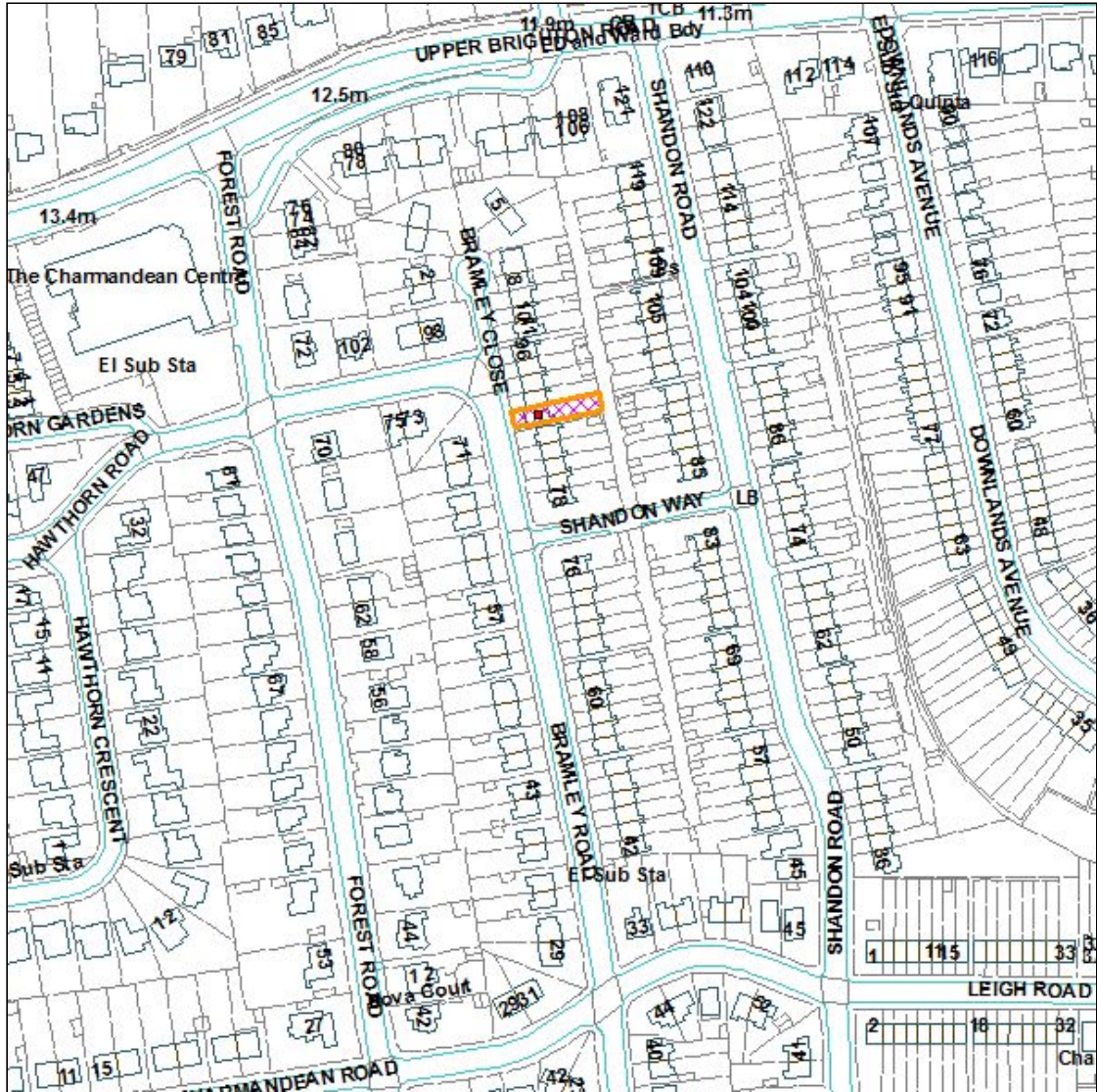
Recommendation – Approve

Site: 88 Bramley Road, Worthing

Proposal: Change of Use from private residence to independent psychology practice for a temporary period of 5 years (retrospective)

Applicant: Dr Jessica Christie-Sands
Case
Officer: Gary Peck

Ward: Broadwater



Not to Scale

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Proposal, Site and Surroundings

This application seeks full permission for the change of use from a residential dwelling in Bramley Road to an independent psychology practice for a period of 5 years. The use is already taking place and is understood to have been so since early 2017. The use has not resulted in any alteration to the exterior of the building.

The supporting information states the practice provides an 'invaluable mental health service to the local community' and is a therapeutic service. In particular, assessment and therapeutic services are provided on behalf of WSCC Adoption and Special Guardian Team to families who have adopted children or look after children under a Special Guardianship Order.

It was stated in the original supporting application that the premises is only used between Tuesdays and Fridays until 1830 hours at the latest. During the determination of the application, it has emerged that the premises are used for administrative purposes on a Monday (with no patients visiting) and in fact had been used on Saturdays in the past, but the use of the property on Saturdays has now ceased.

The application site comprises a 2 storey end of terrace residential property on the eastern side of Bramley Road which is within Broadwater ward to the south of the A27. There are no parking restrictions in force in the road and the site is not within a Conservation Area.

Relevant Planning History

There is no planning history relevant to the determination of the application

Consultations

West Sussex County Council (Highways): raises no objection to the application and comments that:-

'The Local Highways Authority (LHA) has assessed this proposal to retrospectively change the use class of 88 Bramley Road from C3 residential to B1 offices. The B1 use does generate a more intensive use than ordinarily a residential use class might. It is considered however that the scale of this development is of a size that would not be anticipated to have a detrimental impact on the network.

Vehicular movements have been stated as being within working hours and outside of the network peaks where demand for on street parking by residents is higher. The planning statement outlines that between 2 and 5 patients will arrive each day between 9-6.30, this would be between Tuesday and Friday.

On street parking is available in this location as there are no parking restrictions along Bramley Road. Bramley Road is also sustainably located in proximity to bus services and a 7min cycle/ 25min walk from East Worthing train station.

WSCC parking standards outline that a building of this scale with a B1 use would generate the requirement for three parking spaces. The LHA do consider the nature of the development however in that there is only a single worker at this business and clients would be anticipated to arrive individually for an allocated time.

The LPA may wish to consider overspill parking when looking into this application; it is not considered by the LHA however that this proposal would cause a material highways safety concern in this location.

The LHA consider also that this use has been in practice for 10 months and has operated with no known highways safety concerns.'

Representations

A letter of support has been received from Tim Loughton MP, stating that as a prospective patron he wholeheartedly supports the mental health services that are provided to the community. He states that small premises such as these which do not advertise their services are specifically located in residential areas because it provides a far less daunting and intimidating environment compared to those receiving treatment within a large clinical space. There is no disturbance to neighbours or car parking difficulties.

Two letters of objection have been received from the immediately adjoining neighbours (86 and 90 Bramley Road, the latter having written in twice) on the following grounds:

- Concern that the amount/frequency of people coming and going from the house was causing a high number of cars to be parked in the street.
- The number of movements reached 35 per day and started from 0730 to 2025.
- The nature of visits is such that visitors wait outside resident's properties either waiting to enter or waiting for the patient to leave which makes neighbours feel uncomfortable.
- Rat infestation caused by a sewer being blocked because of the limited amount of water relative to waste going down it compared to a normal residential property.
- Residential street which should not be used for business use by non-residents.
- Have felt increasingly uncomfortable with people sitting outside in their cars.
- Concern about the services provided and the issues that are dealt with as this is a family orientated neighbourhood.
- Misled as to the use of the property as they were led to believe that it would be used for residential purposes.
- The amount of use of the premises has intentionally decreased since the application has been submitted.
- No effort has been made to engage with neighbours.
- The impact upon neighbouring residents should be considered. Much is made that the service is for young people but the majority of visitors to the premises are adults.
- It is a private organisation making money from troubled people and does not meet the intentions of public health organisations.

The applicant and her agent have responded to the objections:

- Visitors would rarely wait in cars and if so only for a limited time.
- Parking in Bramley Road is not an issue and there have never been any requests to move cars blocking driveways.
- It was made clear when purchasing the property that the applicant is a psychologist and would be seeing clients.
- The applicant does not see forensic cases and as 1 in 4 people suffer with mental health difficulties and the comments could be seen as discriminatory.

- No patients are seen on Saturdays and none have ever been seen on Mondays which is an administration day.
- The neighbours have never approached the applicant directly with their concerns.
- There is a conservatory used as a waiting room and therefore is no necessity to wait outside.

Relevant Planning Policies and Guidance

Worthing Core Strategy (WBC 2011): Policies 9, 11 & 16
 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

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

It is considered that the main issues in the determination of the application are i) whether the principle of development is acceptable and ii) if so the effect of the development upon the character of the area and the amenities of neighbouring properties.

Policy 9 of the Core Strategy states:

The Core Strategy will seek to ensure the retention of the existing housing stock unless:

- i) the proposal results in a net increase in the family housing stock*
- ii) the housing and its environment is of an unacceptable standard, which cannot be improved*
- iii) the loss would facilitate the delivery of a needed community use.*

The commentary alongside the policy also states:

The existing housing stock is an important part of the overall housing provision in the town which contributes to meeting local needs. In particular, the Strategic Housing Market Assessment outlines the importance of providing for family accommodation. Whilst the conversions of existing housing can provide an important source of new housing, a key objective should be to retain, where possible, existing family housing.

Unless there are particular circumstances which meet the spatial objectives and can justify a loss of a dwelling, the policy is to resist proposals which result in a net loss of housing. This policy approach sits alongside the Empty Property Strategy which aims to reduce the number of empty homes in Worthing by positive actions and interventions, to return homes into use and by preventing others becoming empty in the future

The proposal fails to meet criteria i) and ii) of policy 9, but could meet criterion iii).

Policy 11 of the Core Strategy relates to community facilities and states:

Protecting and Enhancing Recreation and Community Uses

Indoor and outdoor recreation facilities, sporting facilities, open spaces, cultural and community facilities contribute to the wellbeing of residents, workers and visitors. The current supply of such sites and facilities in the borough justifies a strategy that seeks to retain and enhance all existing provision.

Development will not be permitted which would lead to the loss of, or prejudice the use of, land / premises used, or last used, for community purposes unless:

- *the land / premises or their location are unsuitable for such uses*
- *adequate alternative accommodation is available locally that is as accessible and at least equivalent in terms of quality*
- *replacement facilities are proposed, or*
- *it has been demonstrated that there is no need for the existing use and that the potential to deliver an alternative community use where there is an identified need has been explored.*

In appropriate circumstances the dual use of community facilities will be encouraged.

The commentary for this policy also states:

The Core Strategy can contribute to improved health care provision as part of a broader strategy by providing an enabling policy framework for new facilities to come forward and helping to deal with pressures placed on existing health care and related services. The overarching aim is to improve health and the quality of health care provision by working closely with partners to identify suitable and accessible sites for new modern health care initiatives to meet the needs of all present and future communities.

An objective of the National Planning Policy Framework is to promote healthy communities while the Council's own Platforms for our Places document states as commitment 2.5 'Promoting the good physical and mental health of our communities'.

Your Officers are of the view, therefore, that the proposal is not unacceptable in principle notwithstanding the loss of a family home, since it provides a specialist community facility that will similarly meet other objectives of local and national planning policy.

However, the use can be only considered acceptable if there is no adverse impact upon the surrounding area.

There is conflicting evidence as to how often the premises were used previously but the application is made now on the basis of use of the property on Tuesdays to Fridays by patients and on Mondays for administrative work. Patients are seen between 0900 and 1830 hours and this can be controlled by condition.

It is noted that the County Council raises no objection on highways grounds. It is of course understandable that residents raise concern about the potential of increased parking on a residential road particularly in a road where there are no restrictions. However, it is notable that there have only been 2 objections to the application which suggests that the impacts of additional parking are limited. Your Officers have visited the site on more than one occasion both on a Monday and on days when patients are visiting the premises. Your Officers have observed that on street parking remains quite freely available (and indeed the parking pressure in the area appears at times greater to the south well away from the application site). In light of the National Planning Policy Framework requirement that the highway impacts of any proposal have to be severe to justify a refusal, it is not considered that a refusal could be justified on such basis especially given the lack of objection from the Highways Authority.

Your Officers did note though that visitors to the property may wait in their vehicles before going to the premises. It is arguable whether this is unacceptable in planning terms given, for example, many parents wait in their vehicles when picking up children from schools, and in terms of any enforcement action would be virtually impossible to police but nonetheless it is a visible, if limited, effect of the proposal upon the character of the area. It is noted that a conservatory acts as a waiting room for patients and your Officers feel it would be justifiable that the applicant provides a management plan demonstrating that those visiting the premises take account of the otherwise residential nature of the area.

It is also noted that the applicant is applying for a temporary permission and this would allow for the premises to revert back to residential use at the end of that period. On the basis, therefore, that the use provides a specific health service, its hours of use can be controlled by condition and that the use can be limited under a temporary permission, it is recommended that permission is granted.

Recommendation

To **GRANT** permission

Subject to Conditions:-

1. Temporary Permission – 5 years
2. Use as a psychology practice only
3. Restriction on hours – no patients to be seen outside of 0900 to 1830 hours Monday to Friday
4. Submission of Management Plan

Application Number: AWDM/1505/17

Recommendation – Approve

Site: 19 Winchester Road Worthing West Sussex BN11 4DJ

Proposal: Conversion of existing dwelling house to create 4no. flats comprising 3no. two-bedroom and 1no. one-bedroom flats with raised patio areas for each of the two ground floor flats and balconies above the existing rear extension for the two first-floor flats all on the rear (south) elevation and associated alterations to windows and doors, bin and bike storage and provision of six car parking spaces on existing frontage.

Applicant: Mr Charles Watts

Ward: Heene

Case

Officer: Jackie Fox



Not to Scale

Site and Surroundings

The site comprises a detached brick villa with 2 bay front windows, masonry/brick detailing and slate roof situated on the south side of Winchester Road.

The property which is in the process of refurbishment has an open concrete area to the front and large garden to the rear partly sectioned off by a wall. There is an existing single-storey flat roof extension to the rear. There is a variety of boundary treatment with walling and fencing.

To the east is a large detached villa converted into flats. To the west is a detached villa converted into flats. Both properties have been extended to the rear with a range of windows overlooking the application site

Winchester Road comprises a residential road of individual houses and former individual houses converted into flats.

Winchester Road is a Conservation Area.

Proposal

The current proposal, which has been amended since originally submitted, proposes the conversion of the 5 bedroom house into 4 flats comprising 1 x 2 bedroom flat and 1 x 1 bedroom flat at ground floor (flat 4 and 1) and 1 x 2 bedroom flat and 1 x 1 bedroom flat at first floor (Flats 2 and 3).

The entrance to flats 1, 2 and 3 will be from the existing front door, flat 4 would be accessed from the western side of the property through a new doorway at the rear.

The proposal would involve the insertion of 2 new small windows in the main eastern elevation for flat 1 (ground floor) to light a bathroom and kitchen. Also within the main building the application proposes the insertion of a small window at first floor in the eastern side elevation to light a kitchen area.

The rear extension will be retained and remodeled at ground floor with the bricking up and insertion of new smaller windows in the eastern and western elevations. The fenestration in the rear of the extension will also be changed to include 2 patio doors and a window to light bedroom 2 for Flat 1.

At first floor above the flat roof extension this area will remain with raised obscure glazed sides panels to the east and west elevation 1.5m high and small balconies (0.9m deep) provided for flats 2 and 3 off their proposed lounges.

All properties will have a garden area with the ground floor flats having the area directly behind the proposed properties. The first floor flats will have their own gardens to the rear accessed via the eastern side passage.

The scheme includes 3 parking spaces and a cycle shelter for 6 bikes on the frontage. The bin store for flats 1, 2 and 3 is also on the frontage. The bin store for flat 4 is at the rear.

Relevant Planning History

The property has been used as a HMO in the past. In July 2017 it was noted by Adur and Worthing Council Public Sector Housing that the property had owners accommodation at ground floor with 4 letting bedsits on the first floor

Consultations

West Sussex County Council: Comments that the parking spaces now meet the standard size and 3 spaces meets the parking demand calculator in this sustainable location. They raise no objection to the amended proposal and recommend a condition that the secure parking spaces are provided in accordance with the plans submitted.

Southern Water Services: Have no objections to the proposal and request a condition in relation to the submission of foul and surface water sewerage disposal and an informative in relation to formal connection.

Adur & Worthing Councils:

The **Environmental Health** Officer following the amendment is satisfied with the internal layout that it would not cause noise disturbance between flats.

The **Engineer** has no objections but considers that the soakaways may need revision. He advises that a pre-commencement condition to this effect would be appropriate.

The Planning Policy Manager raises no objection to the principle of converting the building to flats.

The **Waste Services** Officer raises no objections

Worthing Conservation Advisory Committee: consider there is little or no change to the view of the street.

Representations

Cllr High has requested that the application come to Committee if it is recommended for approval.

5 letters of representation have been received one from 10 Winchester Road and four from flat 3, 17 Winchester Road objecting on the following grounds:

- Inadequate parking
- Overdevelopment of the area which is lacking in local infrastructure
- Lack of outside space
- Loss of privacy from the balconies on the south or eastern wall

Relevant Planning Policies and Guidance

Worthing Core Strategy 2006-2026 (WBC 2011): Policy 7, 8, 9, 16

Worthing Local Plan (WBC 2003) (saved policies): H16, H18, TR9, RES7

Supplementary Planning Document 'Space Standards' (WBC 2012)
Supplementary Planning Guidance 'Parking Standards and Transport Contributions'
(WBC 2005)
Guide for Residential Development SPD (WBC)

West Sussex Parking Standards and Transport Contributions Methodology (WSCC
2003)

West Sussex 'Guidance for Parking in New Residential Developments' and
'Residential Parking Demand Calculator' (WSCC 2010)

National Planning Policy Framework (March 2012)
Circular 11/95 'The Use of Conditions in Planning Permissions' (DoE 1995)

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 main issues raised by this proposal are:-

- The principle of sub-dividing the existing house/HMO into 4 flats.
- The form/type/size and density and impact on community facilities
- Impact on amenities of residential neighbours and quality of living environment for future residential occupiers of the development
- Access and parking

The Principle of the Development

The policy context comprises of the NPPF and the local development plan which consists of the saved policies of the Worthing Local Plan, Worthing Core Strategy and accompanying SPDs.

Policy CS8 seeks to deliver a wide choice of high quality homes to address the needs of the community with higher density housing (including homes suitable for family occupation) in and around the town centre with new development outside of the town centre predominantly consisting of family housing.

Policy CS9 seeks to ensure the retention of the existing housing stock unless the proposal results in a net increase in the family housing stock, the housing and its environment is of an unacceptable standard which cannot be improved, or the loss would facilitate the delivered of a needed community use.

The policy approach was informed by the Strategic Housing Market Assessment (2008) (and subsequently supported by the SHMA Up-date in 2012) which outlines

the importance of providing family housing and the key objective of retaining, where possible, existing family housing.

National planning policy contained in the NPPF post-dates the adoption of the Core Strategy. Paragraph 14 identifies a presumption in favour of sustainable development. For decision making this means approving development proposals that accord with the development plan without delay and where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies of the NPPF as a whole. The Council's self-assessment of the Core Strategy's Conformity with the NPPF demonstrated that, for the most part the Core Strategy conforms closely to the key aims and objectives of the Framework. However, it is acknowledged that in response to the requirements of the Framework and informed by local evidence a 5 year supply of housing in relation to Objectively Assessed Needs (paragraph 47) cannot currently be demonstrated. The latest published figures for Worthing (Worthing Housing Study 2015) indicate an objectively assessed need of between 500 and 600 dwellings per annum.

The application proposes converting the former 5 bedroom house into 4 flats. The ground floor would comprise 1 x one –bedroom flat with a floor area of 51sqm and 1 x two bedroom flat with two double bedrooms and a floor area of 66.5sqm. The first floor flat 3 is a one-bedroom with a floor area of 39.5sqm and flat 3 a two-bedroom with a floor area of 57sqm. All the properties have access to an individual garden. The properties on the ground floor have direct access and the two bedroom flat 4 on the ground floor with a floor area of 66.5sqm and its own entrance could be considered as family accommodation.

The property has been recently used in the past as a HMO which has a potentially more intensive use than currently proposed and would indicate the size of the house and the need for smaller accommodation in this location is required.

There is no policy objection to the proposed conversion and the additional units would make a small but welcome contribution to the overall housing numbers. The site is highly sustainably located, close to the town centre and other facilities and public transport

The proposed dwelling mix is, in itself, acceptable. Whilst there is a potential loss of a large family house with large garden, the proposal provides for an identified need in this location for flats.

Density, character and appearance

The NPPF and policies within the Worthing Core Strategy attach great weight to sustainable development and that good design is a key aspect of sustainable development.

The 'Guide for Residential Development' (SPD) indicates that all new development will be expected to demonstrate good quality architectural and landscape design and use of materials. In particular, new development should display a good quality of architectural composition and detailing as well as responding positively to the important aspects of local character, exploiting all reasonable opportunities for

enhancement. Where appropriate, innovative and contemporary design solutions will be encouraged

The proposed conversion works will primarily be internal although there are elements of removing and inserting windows. Again these are primarily at the sides and rear of the property.

From the street the property already has an open frontage for parking of cars. This area is in need of refurbishment as is the property generally. The proposal will not only provide the opportunity to refurbish this frontage as the property is in the Conservation Area but could enable some of the characteristic walling to be replaced along the frontage.

The external works are minor in their nature and the property will retain its existing character.

Conservation Area

The property is situated in the Winchester Road Conservation Area. The proposal would involve little or no change to the frontage of the building. The CAAC raised no objection.

As indicated above the property has recently been used as a HMO which is in itself an intensive use. The refurbishment of the property and the sympathetic works would preserve the Conservation Area.

Residential amenity

Where it is considered appropriate to allow the loss of the existing property through conversion, then the Councils Space Standards SPD should be referred to together with the following matters:

- Refuse and recycling- careful consideration will need to be given to the design and location of such facilities for each unit.
- Size and layout – should be designed in such to ensure a satisfactory internal layout with adequate space and daylight.
- Amenity space – where family units are being provided then careful consideration will need to be given to the design of the amenity space. There will need to be a safe area for children to play and matters such as clothes drying area will need to be considered.
- Residential Amenity - ensure that the proposal does not lead to unacceptable noise and disturbance to adjoining properties for example in relation to the adjoining buildings, rooms of a particular type should be arranged “side by side” and ‘above and below’ one another.

The application includes refuse stores for flats 1, 2 and 3 on the frontage and flat 4 at the rear in their proposed garden. The proposal can therefore meet their required standard.

In terms of size and layout the Space Standards SPD sets out the space standards that new and conversions need to achieve to secure a satisfactory standard of accommodation for their residents. In March 2015 the Government also published

nationally described space standards that will largely replace the existing different standards used by local authorities. The nationally described technical housing standards, which are very similar to those adopted in the SPD for Worthing, provide the nationally recognised standard for bedrooms, storage and internal areas in new dwellings across all tenures.

The table below provides a summary:

	WBC Space standards SPD (min gross internal floor area)	CLG Technical Housing Standards
1 Bedroom	51sqm	39sqm (1P) /50 (2P)
2 Bedroom	66sqm	61sqm (3P) /70 (4P)

The proposed one bedroom flats 1 and 3 are sized 51sqm and 39qm respectively. Although flat 3 does not comply with the Councils residential standards is does comply with national standards for a 1 person flat.

The two 2 bedroom flats 2 and 4 are sized 57sqm and 66sqm. Flat 4 would comply with the Councils standards and National Standards. Flat two would be marginally below the National standard by 4sqm. Flat 2 does however provide 2 equally sized bedrooms which accommodate double beds, an open plan kitchen/diner/lounge along the rear of the property and a small balcony leading from the lounge area. Storage has also been provided within the flat and at ground floor in the entrance hall.

Three of the flats therefore meet local and or national standards and the fourth flat is only marginally under, on balance it is considered that the internal space standards are acceptable.

The 'Space standards' SPD also sets out requirements for external open space. For flat developments it indicates a minimum of 20sqm per 2-person flat should be provided which is normally in the form of communal areas. With larger and taller blocks this could be in the form of a balcony (or roof terrace). Balconies need to be of sufficient size to accommodate a small table and sufficient chairs for each occupant.

The current application proposes a garden area for each property. Flats 1 and 4 on the ground floor would have direct access to their gardens flats 2 and 3 will need to enter their gardens along a side passage at the eastern side of the property. All the gardens are in excess of 20sqm. The first floor flats also have a small Juliet style balcony to the rear above the existing single storey extension.

The proposal therefore adequately meets the open space standards.

In term of residential amenity for the proposed dwellings, the application was amended since originally submitted to address noise concerns raised by environmental health.

Residential amenity – effect on existing dwellings

The application site is situated between two existing properties which have both previously been converted to flats. There is already overlooking of these flats into the application site both from side and rear windows.

The current application proposes some minor Insertion of windows in the eastern elevation for a bathroom and kitchen at ground floor and a kitchen window at first floor. These windows would look out onto a blank elevation to No 17 and its associated flats. There would not therefore be any direct overlooking from these windows.

At the rear the current application site has a single storey flat roofed extension from the main building. This currently has windows to both side elevations and to the rear. The proposal will involve a reconfiguration to provide new side windows and patio doors to the rear, there would not therefore be any additional overlooking than currently exists from these windows and doors.

At first floor on what is currently the flat roof, it is intended to provide flats 2 and 3 with Juliet style balconies they will project 0.9m with a width of 2.5m. Both balconies will be set away from the boundary and an obscure glazed screen is proposed 1.5m high to a depth of 2m from the main house to prevent any further overlooking to the sides across into the adjoining properties. It is considered that this effectively mitigates any impact of potential overlooking.

Accessibility and parking

As indicated above the application site is in a sustainable location within walking distance of facilities and public transport. The scheme has been amended in accordance with WSCC advice to provide 3 parking bays 2.4m x 4.8m. WSCC confirm that the parking spaces now meet the standard size and 3 spaces meets the parking demand calculator in this sustainable location. They raise no objection to the amended proposal and recommend a condition that the secure parking spaces are provided in accordance with the plans submitted.

The application also includes a Canterbury cycle shelter on the frontage to house 6 parks. A condition to ensure its construction prior to occupation is appropriate.

Recommendation

The application proposes the conversion of a former 5 bedroom dwelling and more recently a HMO into 4 flats. The principle of additional dwellings is accepted in this sustainable location in close proximity to a range of goods and services and access to public transport.

The proposal has been amended since originally submitted and provides a scheme which substantially complies with the residential guide and space standards for future and existing residents.

It is therefore recommended that the application be **Approved** subject to the following conditions:

1. Approved Plans
2. Standard 3 year time limit
3. External materials to match existing
4. No windows to be formed in west side wall
5. Provision and retention of car parking spaces
6. Provision and retention of cycle store
7. Provision for storage of refuse/re-cycling bins to be made on the site prior to first occupation and thereafter retained
8. Rear garden to be sub-divided and gated access to the rear garden area for the first-floor flats to be implemented prior to first occupation
9. Surface and foul water drainage details.
10. Details of boundary treatment, walling to the front and fencing between gardens
11. Details of hard surfacing to the front

Informatives

1. Pro-active – amendment
2. New address
3. Southern Water

14th March 2018

Application Number: AWDM/1878/17

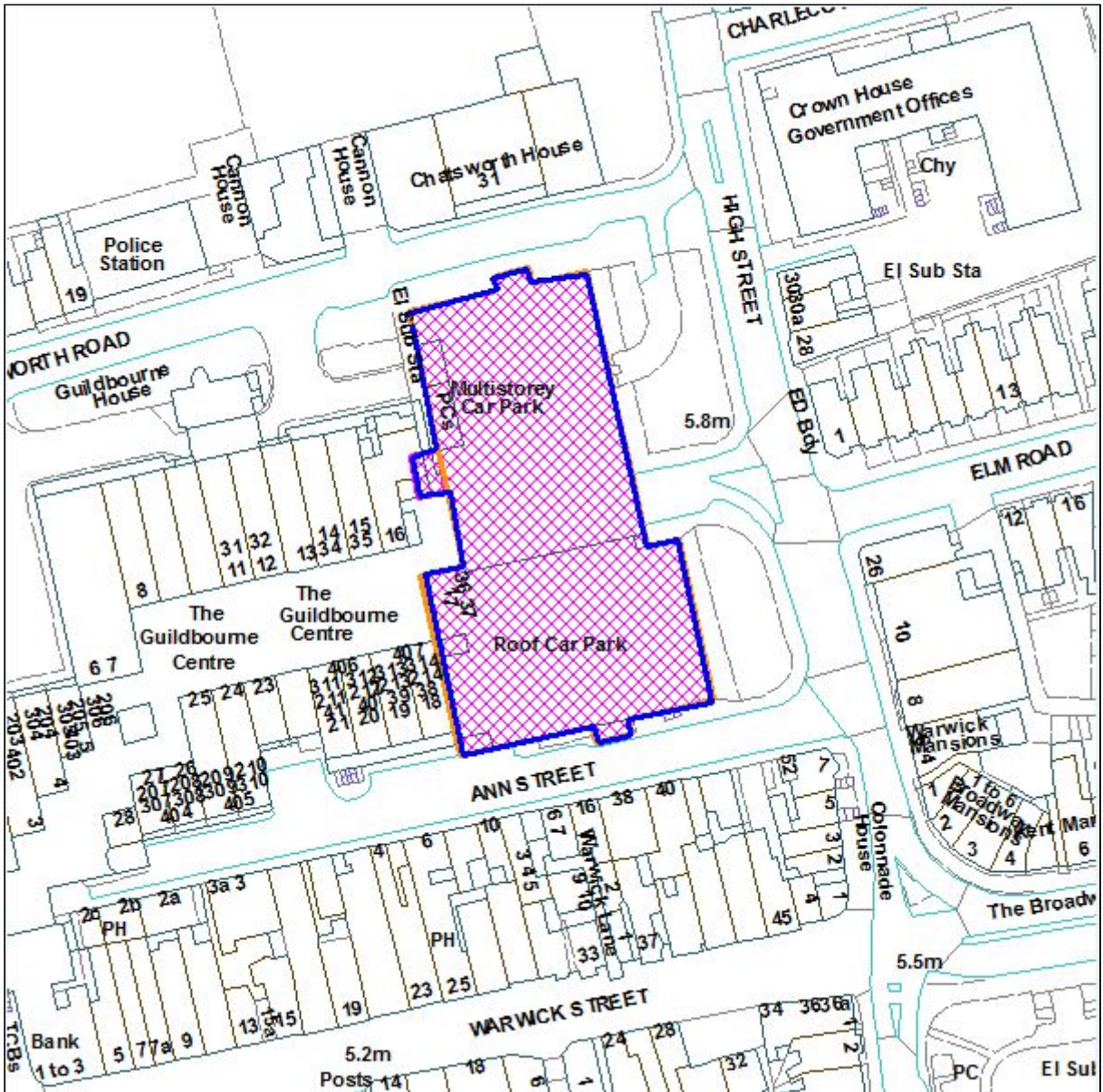
Recommendation – Approve

Site: Multi Storey Car Park High Street Worthing West Sussex

Proposal: Replacement glazing to north, south and west elevations of the west lift tower and staircase.

Applicant: Adur & Worthing Councils
Case
Officer: Jackie Fox

Ward: Central



Not to Scale

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Proposal, Site and Surroundings

The multi storey car park lies on the west side of the high street between Ann Street and Chatsworth Road. Vehicular entrance and exit onto High street.

It comprises a multi-layer red brick building with blue railings demarking the floors. The building has 3 lift/stairwells to the north, south and west. The stairwells comprise red brick with panel and window detailing in a cream/white colour.

The application proposes replacing the existing glazing/panel in the north, south and west elevations of the west tower only. The west tower is at the rear of the car park as viewed from High street and provides the primary lift/stairwell into the Guildbourne Centre

The car park as a whole is adjoining the conservation area to the south along Ann Street.

Relevant Planning History

97/00341/WBR3- APPLICATION UNDER REGULATION 3 FOR REPLACEMENT OF GLAZED PANELS TO ALL STAIRCASES- No Objection to County Consultation June 1997.

Consultations

Worthing Conservation Area Advisory Committee has no objection subject to agreement of the proposed colour.

Representations

None received.

Relevant Planning Policies and Guidance

Worthing Core Strategy 2006-2026 (WBC 2011): Policy 11, 16
National Planning Policy Framework (March 2012)

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

Principle

The car park and its stairwells are existing; the main issue with replacement of the glazing is the impact on the character of the building and the area generally.

Visual amenity

The NPPF and policies within the Worthing Core Strategy attach great weight to sustainable development and that good design is a key aspect of sustainable development.

Policy 16 of the Worthing Core Strategy indicates that all new development will be expected to demonstrate good quality architectural and landscape design and use of materials that take account of local physical, historical and environmental characteristics of the area. It also indicates that design should encompass well-structured streets that are safe, pedestrian friendly with an accessible lay-out, pedestrian environments and public spaces should be designed in a manner which maximises connectivity and actual and perceived safety.

The west tower due to its height is visible in views from Chatsworth Road to the north and partially from Ann Street. Due to existing buildings in the vicinity the tower is not overly prominent.

The application proposes removing the existing silver finish aluminium curtain wall glazing to the north, south and west elevations of the west lift and stair tower.

The existing curtain wall glazing allows the concrete floor slabs to be visible whereas the proposed replacement will feature aluminium infill powder coated panels 1100mm in height and matching the width of the existing openings. The panels are positioned to span the existing concrete slabs between levels and provide a correct height compliant pedestrian barrier. The visible frame sections will be coated aluminium with double glazed clear seal units. The panels are currently shown as black but the confirmed colour would be dealt with by condition as it is subject to discussion on overall branding for the car park as a whole.

The replacement panels and glazing are considered appropriate for the style of the building and the area generally which is a mixture of building styles, height and design.

Conservation Area and Listed Buildings

The car park itself abuts the South Street Conservation Area part of which forms the south side of Ann Street.

The proposal would involve replacement panels and glazing which would preserve any impact on the conservation area.

Recommendation

APPROVE

Subject to Conditions:-

1. Standard time
2. Approved Plans

3. Details of the colour of the frames and panels to be submitted and approved

14th March 2018

Application Number: AWDM/1981/17

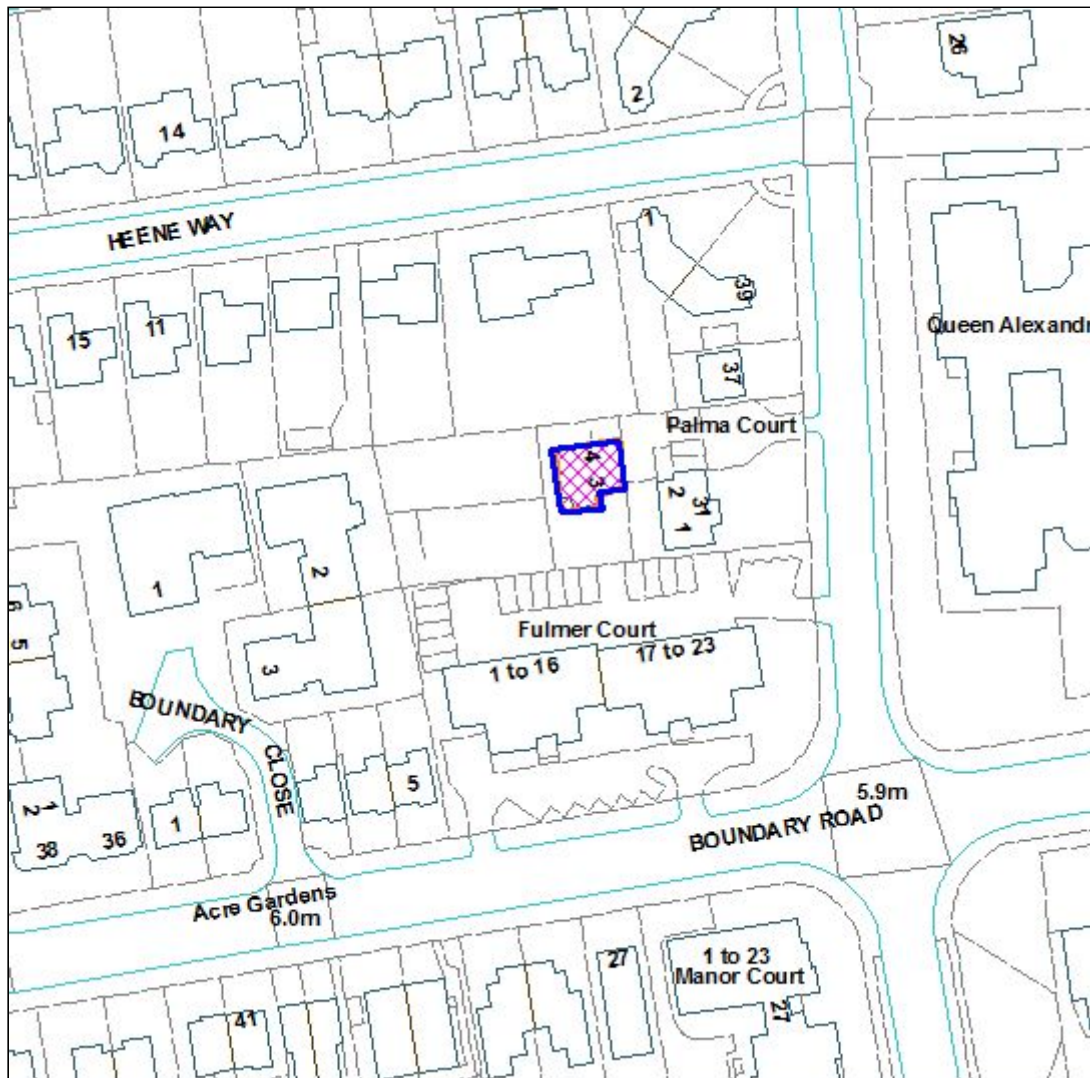
Recommendation – Approve

Site: 3 Palma Court Manor Road Worthing West Sussex

Proposal: Relocation of front door to Flat 3, blocking up of existing kitchen door and bathroom window and extend canopy over front door (north elevation).

Applicant: Mr Mike Peckham
Case
Officer: Sarah Foster

Ward: Heene



Not to Scale

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Site and Surroundings

Palma Court consists of four flats in 2 no. 2-storey blocks in Manor Road opposite the Queen Alexandra Hospital Home. The latter is included within Heene Conservation Area. Flat 3 consists of the ground-floor flat of the rearmost (western)

block. The entrance to both flats is on the north elevation. There is a private patio area on the north side with a wall and mature shrubs along the northern boundary.

Adjoining to the north are rear gardens of properties in Heene Way.

Proposal

It is proposed to make minor alterations to the windows and doors on the north elevation to facilitate alterations to the internal layout of the flat including provision of an additional WC. This involves blocking up 2 existing doorways and forming a new door opening in place of an existing window and extending the existing canopy roof over the new door opening.

The application is referred to Committee for decision as the Applicant is a member of Council staff.

Consultations: None

Representations: None received.

Relevant Planning Policies

Saved Local Plan policies (WBC 2003): H16, H18
Worthing Core Strategy (WBC 2011): Policy 16
National Planning Policy Framework (CLG 2012)
National Planning Practice Guidance
SPG 'Extending or Altering Your Home' (WBC)

The Committee should consider the planning application in accordance with Section 70 of the Town and Country Planning Act 1990 (as amended) which provides that the application may be granted either unconditionally or subject to relevant conditions, or refused. Regard should be given to relevant development plan policies, any relevant local finance considerations, and any other material considerations.

Section 38(6) Planning and Compulsory Purchase Act 2004 requires the decision to be made in accordance with the development plan unless material considerations indicate otherwise.

Planning Assessment

The key considerations are the effects on the visual and residential amenities of the locality.

Visual Amenity

The external finishes of the altered part of the building would include both brickwork to match the existing elevations and a rendered feature panel the proportions of which will correspond to the extended length of the canopy roof. It is considered the proposed alterations would not be out of keeping with the flat building and because they are on the north elevation and surrounded by a boundary wall and shrubs, they would not be visible from the wider area including the Conservation Area on the

east side of Manor Road. There would therefore be no adverse effect on visual amenity.

Residential Amenity

There would be no impact on the residential amenities of any of the adjoining flats within Palma Court or neighbouring dwellings.

Recommendation

APPROVE subject to Conditions:-

1. Approved Drawings
2. Standard time limit
3. Materials to consist of brickwork to match and rendered panel

14th March 2018

Local Government Act 1972

Background Papers:

As referred to in individual application reports

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Schedule of other matters

1.0 Council Priority

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

2.0 Specific Action Plans

- 2.1 As referred to in individual application reports.

3.0 Sustainability Issues

- 3.1 As referred to in individual application reports.

4.0 Equality Issues

- 4.1 As referred to in individual application reports.

5.0 Community Safety Issues (Section 17)

- 5.1 As referred to in individual application reports.

6.0 Human Rights Issues

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

7.0 Reputation

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

8.0 Consultations

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

9.0 Risk Assessment

- 9.1 As referred to in individual application reports.

10.0 Health & Safety Issues

10.1 As referred to in individual application reports.

11.0 Procurement Strategy

11.1 Matter considered and no issues identified.

12.0 Partnership Working

12.1 Matter considered and no issues identified.

13.0 Legal

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

14.0 Financial implications

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