



ADUR DISTRICT COUNCIL

24 June 2022

Adur Planning Committee	
Date:	4 July 2022
Time:	7.00 pm
Venue:	QEII Room, Shoreham Centre, Shoreham-by-Sea

Committee Membership: Councillors Carol Albury (Chair), Jeremy Gardner, Carol O'Neal, Vee Barton, Mandy Buxton, Dan Flower, Jim Funnell, Joe Pannell (Adur Vice-Chairman) and Julian Shinn

NOTE:

Anyone wishing to speak at this meeting on a planning application before the Committee should register by telephone (01903 221006) or e-mail democratic.services@adur-worthing.gov.uk before noon on Friday 1 July 2022.

Agenda

Part A

1. Substitute Members

Any substitute members should declare their substitution.

2. Declarations of Interest

Members and Officers must declare any disclosable pecuniary interests in relation to any business on the agenda. Declarations should also be made at any stage such an interest becomes apparent during the meeting.

If in doubt contact the Legal or Democratic Services representative for this meeting.

Members and Officers may seek advice upon any relevant interest from the Monitoring Officer prior to the meeting.

3. Public Question Time

So as to provide the best opportunity for the Committee to provide the public with the fullest answer, questions from the public should be submitted by midday on Thursday 30 June 2022

Where relevant notice of a question has not been given, the person presiding may either choose to give a response at the meeting or respond by undertaking to provide a written response within three working days.

Questions should be submitted to Democratic Services – democratic.services@adur-worthing.gov.uk

(Note: Public Question Time will last for a maximum of 30 minutes)

4. Confirmation of Minutes

To approve the minutes of the Planning Committee meetings of the Committee held on 6 June 2022, which have been emailed to Members.

5. Items Raised Under Urgency Provisions

To consider any items the Chair of the meeting considers urgent.

6. Planning Applications (Pages 5 - 26)

To consider the reports by the Director for the Economy, attached as Item 6.

7. Planning Appeals

None to report.

8. Conservation Area Character Appraisal Reviews Report (Pages 27 - 106)

To consider a report by the Director for the Economy, attached as Item 8.

Part B - Not for publication - Exempt Information Reports

None.

Recording of this meeting

Please note that this meeting is being live streamed and a recording of the meeting will be available to view on the Council's website. This meeting will be available to view on our website for one year and will be deleted after that period. The Council will not be recording any discussions in Part B of the agenda (where the press and public have been excluded).

For Democratic Services enquiries relating to this meeting please contact:	For Legal Services enquiries relating to this meeting please contact:
Katy McMullan Democratic Services Officer 01903 221006 Katy.mcmullan@adur-worthingf.gov.uk	Caroline Perry Senior Lawyer & Deputy Monitoring Officer 01903 221081 Carolineperry@adur-worthing.gov.uk

Duration of the Meeting: Four hours after the commencement of the meeting the Chairperson will adjourn the meeting to consider if it wishes to continue. A vote will be taken and a simple majority in favour will be necessary for the meeting to continue.

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ADUR DISTRICT
COUNCIL

Planning Committee
4 July 2022

Agenda Item 6

Ward: ALL

Key Decision: Yes / No

Report by the Director for Economy

Planning Applications

1

Application Number: AWDM/0489/22 Recommendation – Approve

Site: Miller And Carter, 43 Manor Road, Lancing

Proposal: The erection of 10 non illuminated signs to assist customers with the parking rules of the car park (part retrospective)

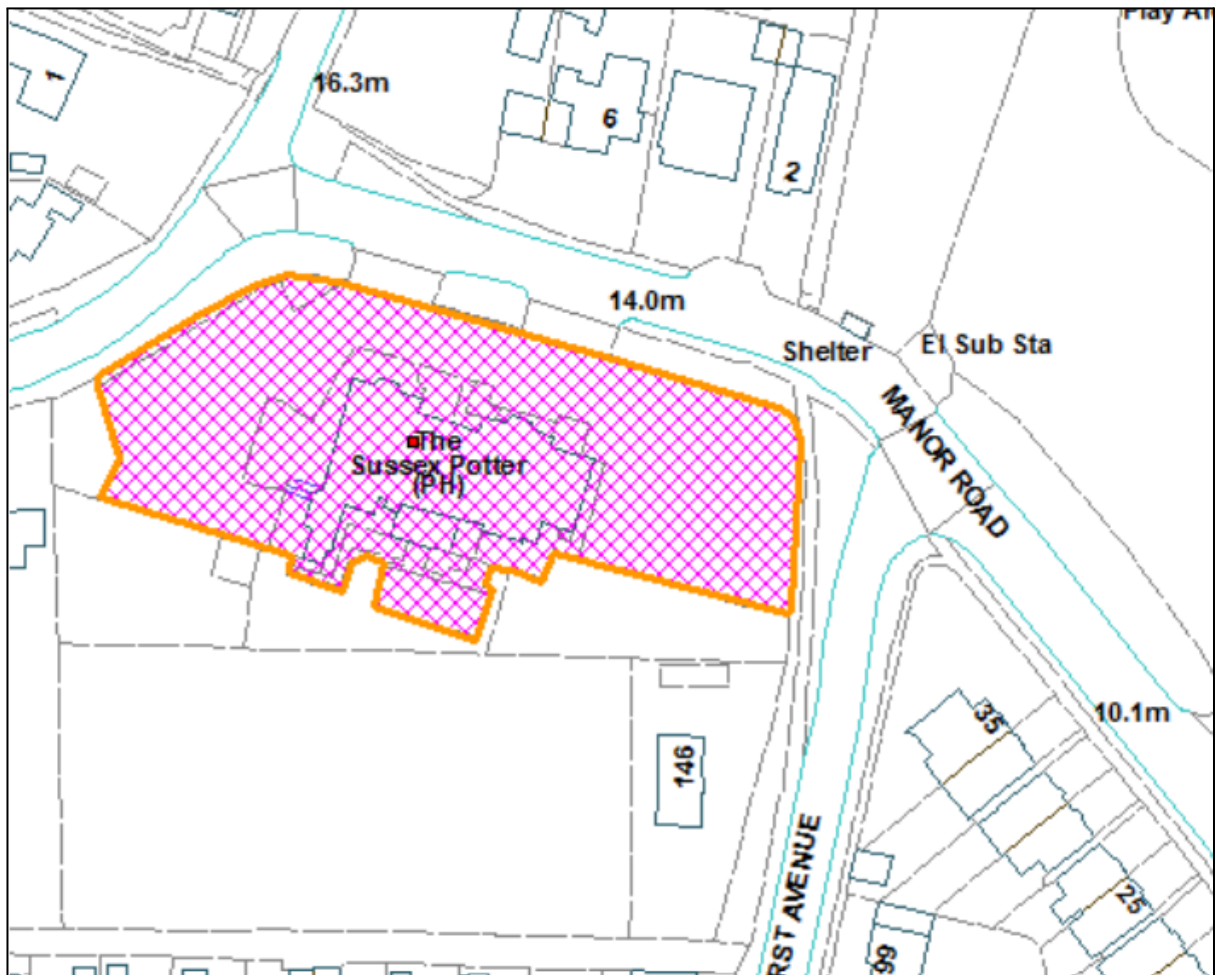
2

Application Number: AWDM/0343/22 Recommendation – Approve

Site: 5 Commerce Way, Lancing Business Park, Sompting

Proposal: Erection of a building for B8 storage and distribution use (with ancillary offices), car parking, service yard areas and associated works.

Application Number:	AWDM/0489/22	Recommendation - Approve
Site:	Miller And Carter, 43 Manor Road, Lancing	
Proposal:	The erection of 10 non illuminated signs to assist customers with the parking rules of the car park (part retrospective)	
Applicant:	Euro Car Parks	Ward: Manor
Agent:	Ms Clare Pilling	
Case Officer:	Peter Barnett	



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Proposal, Site and Surroundings

The application site relates to No.43 Manor Road, known as Miller and Carter, a public house/restaurant which is on the south side of Manor Road, within the North Lancing Conservation Area. The surrounding area is predominantly residential with dwellings located immediately opposite to the north, west and east, and to the south the large rear garden of 146 First Avenue runs adjacent to the southern boundary of the site. Further to the north east are the playing fields/sports pitches of Manor Park on the opposite side of the road.

Part retrospective consent is sought to retain 10no. non illuminated signs which have been installed within the car park. The application has been amended since its original submission to reduce the number of signs from 13 to 10 and to lower the height of the signs at the entrance to the car park. The signs that are currently displayed on the site will therefore be altered/reduced if permission is granted.

The signs have been placed around the car park to advise patrons how to validate their free parking whilst visiting the pub.

The signs as currently displayed comprise the following:

SIGNAGE TABLE

	SIGN DESCRIPTION	SIGN LOCATION	QUANTITY	SIGN SIZE
1	BPA	ENTRANCE POST	2	700mm X 900mm X 3mm
2	DISC	ENTRANCE POST	2	700mm X 450mm X 3mm
3A	MB ANPR GUEST ONLY	ENTRANCE POST	2	700mm X 900mm X 3mm
3B	MB ANPR GUEST ONLY	CAR PARK ON POST	4	700mm X 900mm X 3mm
3C	MB ANPR GUEST ONLY	ON WALL	1	700mm X 900mm X 3mm
3D	MB ANPR GUEST ONLY	CAR PARK ON POST	1	700mm X 900mm X 3mm
4	DISABLED	ON WALL	1	450mm X 450mm X 3mm

It was noted during a site visit that there are actually 15 signs within the site rather than 13 as referred to on the plans. There is an additional sign at the far west end of the car park and one on the southern boundary at the eastern end of the car park.

The proposed amendments have removed 3 x posts and signs (sign reference 3B), 2 from the frontage of the left hand side of the car park and 1 from the frontage of the right hand side of the car park. The applicant has been advised to also remove the additional 2 signs not shown on the plans if permission is granted.

As displayed, the entrance signs are on posts and the overall height to the top of the signs is 3.35m. The signs within the car park are also on posts to a height of 2.9m. It is also proposed to lower the height of the entrance signs and disclaimer (sign reference 1&2) and the guest only sign on the back (reference 3A) by 1m to 2.35m to match the post height of the existing Miller & Carter sign on the frontage to the east. Taller signs are shown as remaining at the rear of the car park, furthest from the road, these being on posts 2.9m and 3.5m high. There are also two smaller signs which are fixed to the side walls of the pub.

Because the entrance signs comprise 3 signs each on a single pole, there will in fact be only 4 pole signs and 2 wall mounted signs in total, equating to 10 signs but in only 6 locations, compared to 15 signs in 11 locations at present.

The signs are generally on a black background although the entrance signs are on a white background.

Consultations

Adur District Conservation Advisory Group: Members unanimously agree that this application is totally out of keeping with the conservation area & street scene & creates a commercial atmosphere at the start of this historic area of North Lancing & is contrary to the heritage aims of the conservation area. It is felt that discreet signage at ground level in selected areas should be considered. ADCAG members meanwhile strongly recommend REFUSAL

Lancing Parish Council: Object to the application as it is within a conservation area and out of keeping with neighbouring properties.

Representations

Original Plans: 8 objections received:

- Harmful to character and appearance of the Conservation Area
- Unnecessary and excessive amount of signage
- Very tall and ugly signage
- Needs to be more discreet
- Signs face inwards presenting an unsightly view from outside the site

Amended Plans: 2 objections received:

- Signs should be restricted to the rear of the car park only so they do not impact on the character and appearance of the Conservation Area
- Unfortunately the two main entrance / exit offending signs (three boards on each) are still the proposed same bright grey colour and 700mm x 900mm as the original plan, although a little lower on the pole
- Painting the pole black will not make the signs acceptable

Relevant Planning Policies and Guidance

Adur Local Plan 2017 Policies 15, 17
National Planning Policy Framework (July 2021)

Relevant Legislation

The Committee may grant planning permission for development carried out before the date of the application in accordance with Section 73A of the Town and Country Planning Act 1990 (as amended).

Save that the development will have already commenced, this is a conventional planning application, and the Committee should consider the planning circumstances existing at the time of the decision in accordance with:

Section 70 of the Town and Country Planning Act 1990 (as amended) provides that 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 pub building is a substantial building in the street scene with the site occupying a relatively wide and open frontage in the street, surrounded by car parking on three sides of this corner frontage. Within the street there are two school patrol signs, one with flashing lights, a bus stop sign and street lights. There are a number of pub-related signs within the pub car park. In this context, and given the commercial pub appearance of the site, the car park signs, as amended, are not considered to be unduly intrusive or harmful to the character and appearance of the Conservation Area. The removal of four signs from the frontage, and the lowering of the entrance signs by 1m, will lessen their impact and reduce the cluttered appearance that currently exists. The signs are also non illuminated so will not cause undue light pollution at night.

The two taller signs are at the rear of the car park and are less prominent, being seen at a distance with a backdrop of a boundary fence and trees. It is not considered that they cause visual harm to the area.

It is therefore considered that the application, as amended, would not cause any serious harm to visual amenity or have any significant effect on the character or appearance of the conservation area.

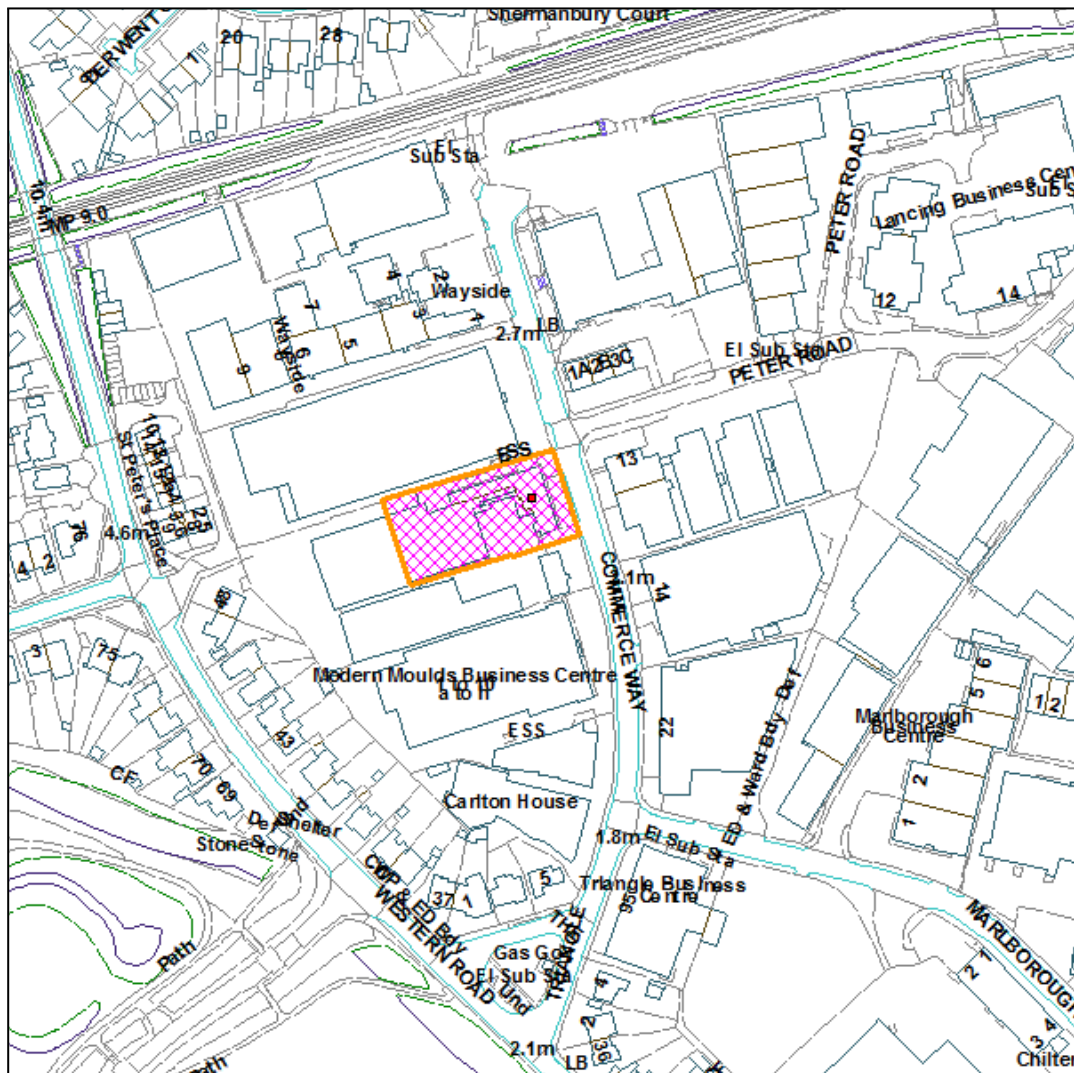
Recommendation

Approve

Subject to conditions:-

1. Works to remove and lower signs to be completed within 1 month

Application Number:	AWDM/0343/22	Recommendation - Approve
Site:	5 Commerce Way, Lancing Business Park, Sompting	
Proposal:	Erection of a building for B8 storage and distribution use (with ancillary offices), car parking, service yard areas and associated works.	
Applicant:	Trustees of the Strings & Things Limited Pension Scheme	Ward: Peverel
Agent:	Mr Jamie Loxley	
Case Officer:	Peter Barnett	



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Proposal, Site and Surroundings

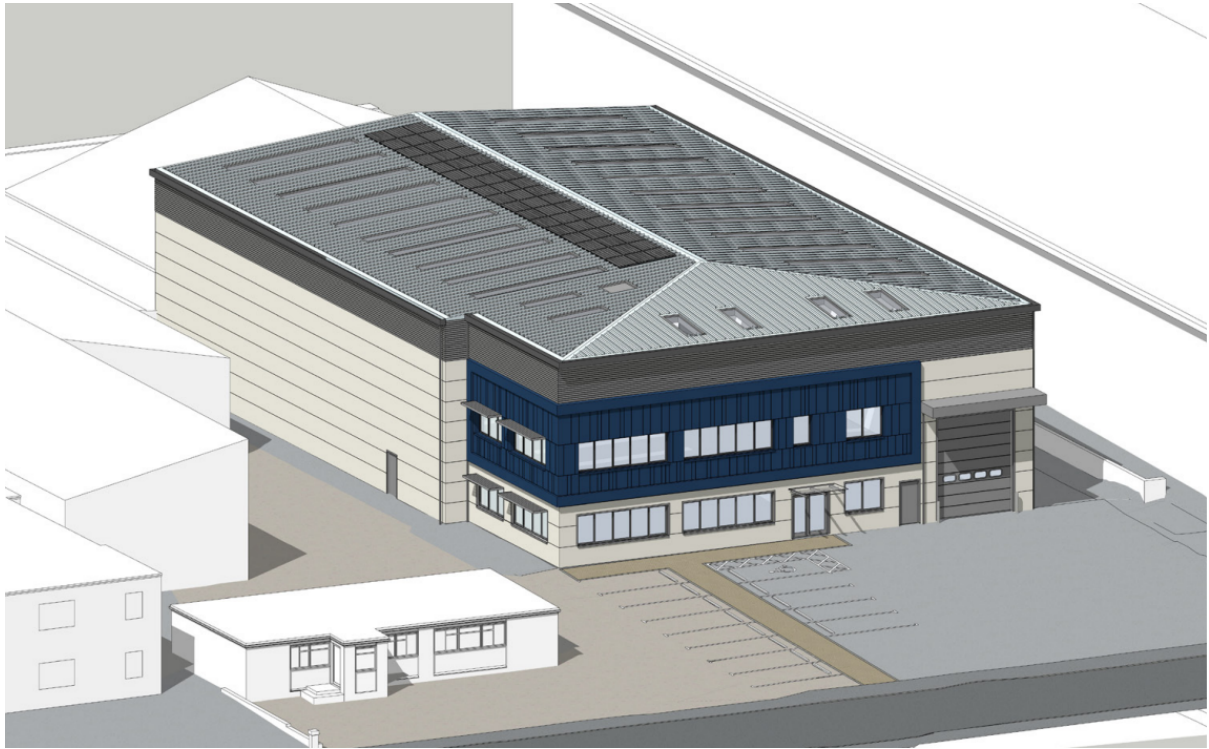
The application relates to the site of a flat-roofed two storey office building with warehousing at the rear, in Commerce Way within the Lancing Business Park. The existing buildings provide approximately 1,280 sq m of floorspace, with 760 sq m in the warehouse unit and the remaining 520 sq m provided in the office accommodation. The site has been vacant since June 2020 and is of little visual merit.

It is proposed to demolish the existing buildings and construct a single modern employment unit with approximately 1,160 sq m of new employment floorspace for B8 use (storage and distribution) with ancillary office space. It is intended that the building will be occupied by a local business, 'Strings & Things', that specialises in the distribution of musical instruments and accessories across the UK. The business will be relocating from its existing premises on Brighton Road, Shoreham.

The new building will be taller than existing to provide greater internal clear height. The building will sit further back from the road than existing, enabling the provision of a service yard and parking area at the front. The building will be the equivalent of 3 storeys high with a height of approximately 11.2m compared with around 7.5m existing. It will have a very shallow pitched roof with PV panels on its southern roofslope.

The Design and Access Statement advises that the building is to be finished with a

“micro-rib profiled light grey cladding, with a darker grey profiled cladding under the eaves. To the east and part of the south elevation, the 1st floor will be clad in a dark blue cassette rainscreen cladding. This area of cladding will have a frame feature running around it, with the cassettes inside being a random pattern of vertical panels. The main entrance door will have a glazed canopy over, and there will be a solid canopy above the loading doors. All the windows to the east and south elevations will be aluminium casement, with the ground floor windows having light grey frames and the 1st floor having dark grey frames. Above the windows on the southern elevation will be brise soleil to limit solar gain.”



The site backs on to another warehouse building within St. Peter's Place to the west. Between the two buildings is a courtyard for parking and an extension between the two providing internal access from one to the other, including stairs for access to the mezzanine at the eastern end of the warehouse to the west. The proposed building will abut against the existing party wall to the warehouse in St Peters Place, which will be retained and supported.

To the north is a modern employment unit constructed in 2015/16. It will be slightly taller than this building. There are lower industrial buildings to the south. Other industrial and commercial uses are located across the road to the east. The application site is therefore surrounded by industrial uses.

Relevant Planning History

NOTICE/0012/21 - Application to determine if prior approval is required for the proposed demolition of 5 Commerce Way - Prior Approval not required

AWDM/1469/15 - Demolition of a part two storey distribution warehouse, offices and ancillary facilities. Construction of a new distribution warehouse and two storey offices and associated facilities, Use class B1, B2 and B8. Adaption of existing access road and services yards, on-site to suit new facilities (6 Commerce Way) - approved and built.

Consultations

West Sussex County Council: Highway Authority: WSCC raise no objection to this application subject to any conditions attached.

Access: Access to the site is from Commerce Way, a 30mph road, which forms part of Lancing Business Park which serves many businesses. Footways are provided on either side of Commerce Way and connect the park to the residential areas of Lancing.

Proposal: The site will be re-developed to provide a B8 storage facility, and the overall footprint of the new building will reduce from 1280 sqm to 1160.5 sqm This is a net reduction of 119.5sqm.

Trips: As the site will see a net reduction in floorspace, the number of employees and trips associated with the site have been considered. TRICS database was used comparing the extant provision against the proposed use. The overall trip reduction will be greater than 50% when compared to the extant use. As such WSCC are satisfied there will be no material capacity impacts associated with this proposal.

Layout: Alterations will be made to the existing forecourt access and layout. A new dropped kerb will be created to provide an off-road car parking area for 12 cars, and a new delivery forecourt access for a 16.5m HGV.

S278/Minor Works: A S278 agreement will need to be progressed to make changes to the highway layout, to support the use of this dropped kerb by heavy loaded vehicles. Swept path diagrams submitted with the Transport Statement show how an 18t rigid vehicle, and 16.5 HGV can access the new site layout (21008 - TR001/TR002) without any difficulty.

Car Parking, Cycle Storage and EVC spaces: Whilst the new layout will displace approx. 3 on-street parking spaces, the provision of 12 car parking spaces will provide enough spaces for the proposed number of employees, alongside travel plan measures to encourage sustainable travel to and from the site. With a B8 use attracting 1 parking space per 100sqm the development should be providing 12 spaces, for 1160.5sqm of B8 use, which it does.

A Cycle parking shelter for 5 spaces will also be provided to the north of the site.

In line with WSCC EVC standards, the provision of at least 37% of all spaces should be connected. This equates to 4 or 5 spaces, and these are provided.

Travel Plan: Whilst a travel plan is not a necessary requirement for a B8 use of this size, the applicants have provided a commitment to sustainability and a travel plan has been created. The aims of the plan are to promote sustainable travel choices within its workforce and creating a role within the company for a travel plan co-ordinator who will be responsible for overseeing the actions in the travel plan.

Construction Management Plan: During demolition and construction phase there is likely to be a higher number of trips to the site and the applicant should provide the LPA with a construction management plan that includes details with the condition set out below.

The main aim is to ensure all construction traffic is confined to the development where possible, so it does not impact the rest of the business park.

Local Lead Flood Authority: Current surface water mapping shows that the proposed site is at low risk from surface water flooding. Higher risk exists on the carriageway to the east of the site. The area of the proposed development is shown to be at low to high risk from groundwater flooding based on current mapping. This risk is based on modelled data only and should not be taken as meaning that the site will/will not suffer groundwater flooding. We do not have any records of historic surface water flooding within the confines of the proposed site. This should not be taken that the site itself has never suffered from flooding, only that it has never been reported to the LLFA.

The Surface Foul Water and Drainage Strategy for this application proposes that sustainable drainage techniques (permeable paving, below ground attenuation with a restricted discharge to the main sewer) would be used to control the surface water from this development. While we have no objection to the application on surface water flood risk grounds, as per the District Drainage Engineers comments, further information is required to ensure the site can be suitably drained post development.

Adur & Worthing Councils: Public Health (Initial Comments): Intrusive investigations were undertaken at this site, one positive detection of asbestos was identified and one elevated level of Chromium VI were identified in soil samples. One marginally elevated level of selenium was found in a groundwater sample. However, no soft landscaping is proposed at the site so the risk posed by these exceedances is low.

With reference to the gas monitoring, Appendix F does not advise whether any rounds of gas sampling were undertaken during periods of falling atmospheric pressure. Please could this be confirmed?

The Air Quality assessment considers the existing baseline air quality, but does not appear to predict the future air quality with and without the development in place or consider cumulative impacts with committed developments. Please could the applicant provide an explanation? Please could the applicant provide a breakdown of costs for the emission mitigation calculation?

As there are residential dwellings in relatively close proximity to this site I would advise the following conditions: Hours of Construction Works to be limited to the following times. Monday - Friday 08:00 - 18:00 Hours Saturday 09:00 - 13:00 Hours Sundays and Bank Holidays no work permitted and a Demolition and Construction Management Plan

Subsequent comments following response from applicant: Contaminated Land Confirmation has been provided that two rounds of gas monitoring was undertaken during falling atmospheric conditions. This is acceptable. I would advise a condition to ensure that the development is carried out in full accordance with the recommendations provided in Section 11 of The Ground Investigation Interpretive Report.

Air Quality I will accept the consultant's response to my first query (Response: "As detailed in section 1.2 of the AQ report, the development proposals would result in a

reduction in trips associated with the Site due to the replacement of the existing site operations with the new commercial development. As a result the proposals would result in a positive impact on local air quality. The need for an assessment of operational impacts, and therefore predictions of future air quality have been scoped out of the assessment. It is noted that this approach was agreed with the Environmental Protection Team lead, Nadeem Shad via email correspondence dated 13/01/2022.”)

With reference to my second query concerning the emission mitigation calculation, P15 of the Guidance states that an emissions mitigation statement with costs should be provided to demonstrate appropriate spending of the total emissions mitigation amount. If these details are not known at this stage then I would recommend a precommencement condition which should be agreed.

Technical Services:

Flood risk- The application is within flood zone 1, and is adjacent to areas at risk from surface water flooding.

Surface water drainage- the application includes a surface water drainage strategy. This strategy indicates groundwater was monitored to reach 1.25 m below ground level, and infiltration rates of $1.25-3.3 \times 10^{-6} \text{m/s}$. These results do NOT preclude the use of infiltration. The surface water drainage strategy states that the infiltration rates indicate soakaways will not be viable, this is contrary to the CIRIA SuDS manual. We do not require 1 m freeboard between infiltrating structures and peak groundwater, but instead require adequate winter monitoring, and features to be located above peak seasonal level. The applicant is encouraged to consider blanket infiltration here, i.e. a large permeable sub-base or a shallow infiltration crate. Calculations should be supplied to evidence if infiltration is viable, these are required to evidence compliance with West Sussex County Council Policy for the management of surface water policy 1.

The surface water drainage strategy has used incorrect climate change allowances, and proposes a discharge far in excess of greenfield Q_{bar} , at 5l/s to avoid blockage issues. Discharge rates of 2l/s or less are perfectly achievable now and should be provided if infiltration is adequately ruled out. We note evidence has been supplied of the existing sites connections to the private surface water sewer, we also note a significant number of defects with this sewer, discussions regarding necessary improvements during development will be required.

A climate change allowance of 40% should be applied to calculations, and not just used as a sensitivity analysis. This is as per gov.uk which states "For flood risk assessments and strategic flood risk assessments, assess both the central and upper end allowances. Design your drainage system to make sure there is no increase in the rate of runoff discharged from the site for the upper end allowance." It is noted that flooding is predicted for the 1 in 100 year plus 40% climate change event, with flooding occurring at the low point on the site, based upon proposed and existing levels it is evident this water would not be safely contained on site. Please supply a revised drainage strategy with discharge limited to 2l/s with no flooding on site for the 1 in 30 year plus 40% cc event, and no offsite flooding for the 1 in 100

year plus 40% cc event and any on site flooding safely contained. These are required to evidence compliance with West Sussex County Council Policy for the management of surface water policy 2 and 3. Impermeable areas modelled require evidence. The value of Cv used in calculations is not policy compliant, please either adjust to use FEH 2013 rainfall or a Cv of 1. These are required to evidence compliance with West Sussex County Council Policy for the management of surface water policy 2 and 3.

Based upon the above concerns we wish to raise an OBJECTION AND REQUEST FURTHER INFORMATION is supplied prior to determination. Insufficient evidence has been submitted to demonstrate that a policy compliant design can be achieved. Further information is required prior to determination as it is not clear that drainage can be secured via conditions. In order to overcome our objection please can the applicant submit a revised surface water drainage strategy which addresses the following:

1. Provide calculations to evidence if infiltration is viable on site utilising a blanket infiltration solution.
2. Provide an impermeable areas plan, it appears that the entire site is proposed to be impermeable, so it is currently unclear where catchment area inputted to calculations has been obtained from.
3. Apply either FEH 2013 rainfall data to calculations or apply a Cv of 1.
4. Provide a revised attenuation design with discharge limited to 2l/s.
5. Evidence that all water will be contained safely on site for all events up to and including the 1 in 100 year plus 40% climate change event.
6. Evidence that no flooding will occur for the 1 in 30 year plus 40% rainfall event. Please re-consult Technical Services for further comments once further information has been supplied or should you decide to determine the application prior to the submission of further information.

Technical Services subsequent comments: The calculations and high level strategy drawing submitted evidence that there should be sufficient space within the proposed layout for surface water drainage. We therefore remove our objection subject to a condition being applied to secure the full details.

Southern Water: In order to protect water apparatus, Southern Water requests that if consent is granted a condition is attached to the planning permission to agree measures to be undertaken to protect/divert the public water supply main.

Our investigations indicate that Southern Water can facilitate surface water runoff disposal to service the proposed development. Southern Water requires a formal application for a connection to the public foul and surface water sewer to be made by the applicant or developer.

Sompting Parish Council: The Council has no objection in principle, as long as environmental health recommendations are followed carefully and that the emissions mitigation statement is submitted prior to commencement.

Representations

Lancing Business Park BID: Support the application. It will provide a modern B8 and ancillary office site on the business park, in keeping with 6 Commerce Way. It will help resolve the current HGV access issues on this site. It will enhance the appearance of Commerce Way and encourage further employment space redevelopment on the business park and will help provide expansion space for an existing Adur business

Relevant Planning Policies and Guidance

Adur Local Plan 2017 Policies 1, 2, 4, 9, 15, 18, 19, 25, 28, 34, 35, 36

Sustainable Energy SPD (August 2019)

Adur Planning and Climate Change Checklist (June 2021)

WSSCC Guidance on Parking at New Developments (Sept 2020).

National Planning Policy Framework (July 2021)

Relevant Legislation

The Committee should consider the planning application in accordance with:

Section 70 of the Town and Country Planning Act 1990 (as amended) provides that 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 site lies within the Lancing Business Park which is protected for business use. Policy 25 of the ALP states that the upgrading of existing employment sites and buildings will be supported.

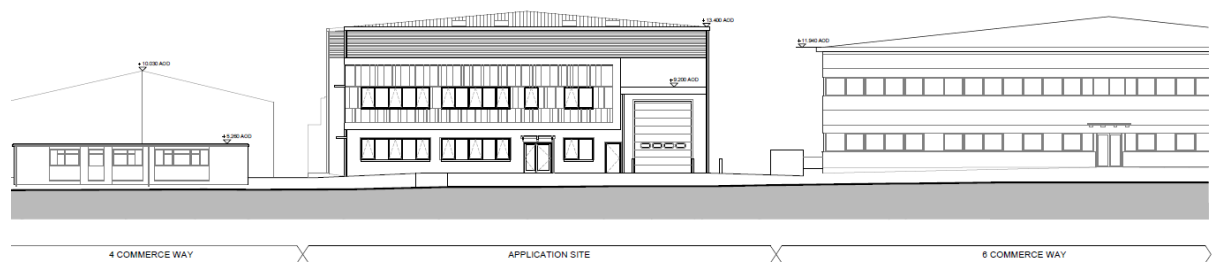
The application proposes the redevelopment of an existing industrial site which appears to be clearly in need of modernisation or replacement (and is understood to have been vacant for some time), to enable the relocation of a business already located in the District. The proposal would appear to have clear benefits for both the business itself as well as the Council in retaining a local employer. It is understood that the applicants have 32 full time equivalent employees.

There is no objection in principle to the redevelopment of this site for employment purposes therefore, subject to the usual planning considerations which are set out below.

Visual amenity

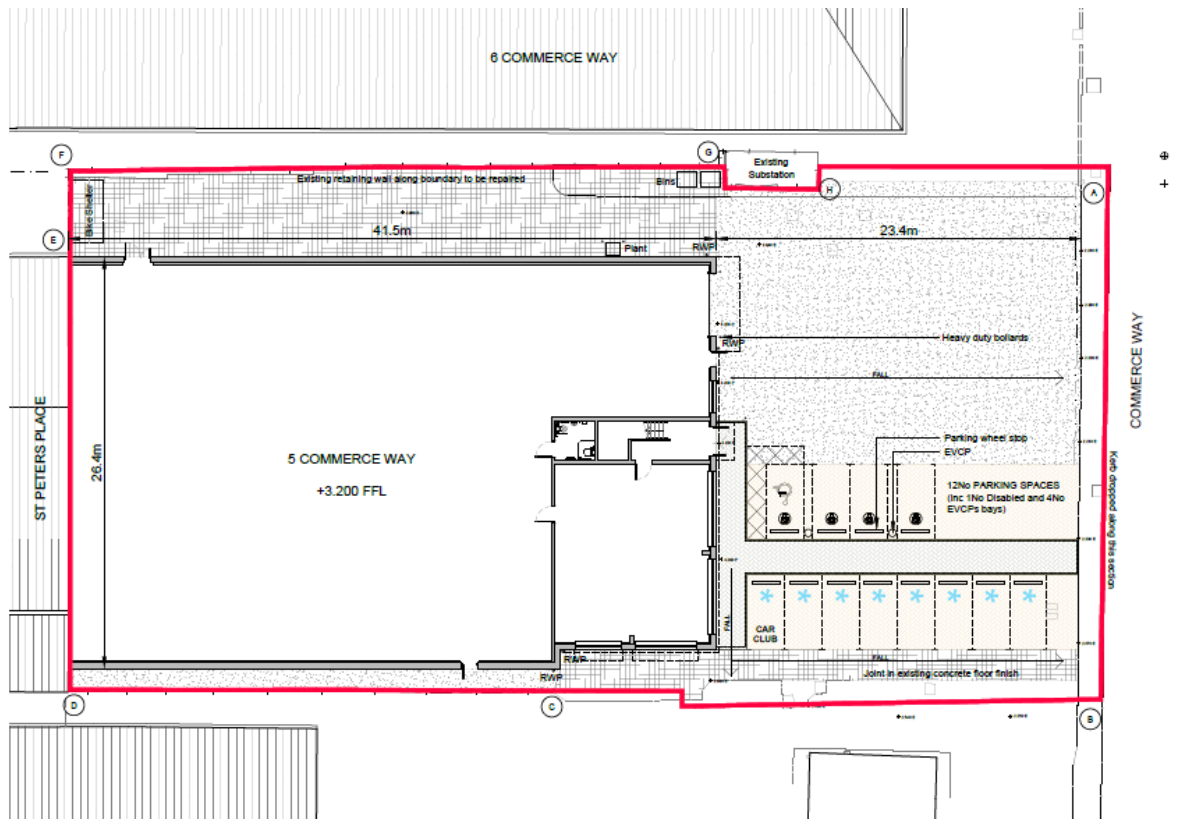
The application site sits within the north western part of the Business Park and both the site itself and its immediate environs are rather ad hoc with no discernible style. The redevelopment of the site to accommodate a single, modern building would have the ability to improve the visual appearance of the area and given the mix of surrounding buildings, there would be little material impact upon adjoining businesses.

It will be a tall building, and will be noticeably taller than the buildings to the south, but modern warehouse units require flexibility in space and greater volume than currently exists and it will not appear significantly taller than the new building at 6 Commerce Way to the north. Overall it is considered to be of an appropriate scale in its context.



EAST CONTEXT ELEVATION

It will be set back behind the front elevation of 6 Commerce Way and further back than the current building to improve accessibility, parking and servicing at the site. There is no clear building line in the street and the set back is not considered to result in visual harm.



The palette of materials is considered to be wholly appropriate for a modern industrial warehouse such as this and the overall design will enhance the site to the benefit of the Business Park.



1 - Profiled cladding panels (RAL 9006)



2 - Micro-rib cladding panels (RAL 9002 Hamlet)



3 - Aluminium cassette panels (RAL 5003 Sapphire blue)



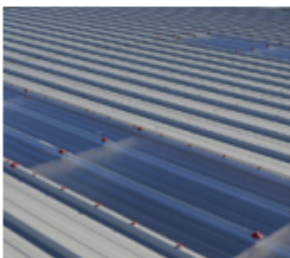
4 - PPC Aluminium Casement windows (RAL 000 55 00 & 7016)



5 - Glazed entrance door (RAL 000 55 00)



7 - Sectional overhead loading doors (RAL 000 55 00)



8 & 13 - Trapezoidal roof cladding with polycarbonate roof lights



9 - Glazed entrance canopy



10 - PPC Aluminium canopy (RAL 7016)

Accessibility and parking

Twelve car parking spaces are to be provided which will be sufficient for the proposed number of employees, alongside travel plan measures to encourage sustainable travel to and from the site. A cycle parking shelter for five spaces will also be provided to the north of the site. Four electric vehicle charging spaces are also provided as well as a number of car club spaces.

There are no highway concerns with the proposal.

Flood risk and drainage

The surface water strategy is to drain the site into a below ground attenuation tank located underneath the car parking area with the final outfall to discharge into an existing on site private surface water manhole. This further discharges into a private

surface water network off site. Following initial comments from the Council's Engineer, the drainage layout has been updated to include an enlarged attenuation tank.

The enlarged portion of the tank has been located below the service yard and to maintain a suitable cover, this portion of the tank will be 400mm deep and connected at the invert level of the original tank.

With these amendments the Engineer is satisfied that there should be sufficient space within the proposed layout for surface water drainage and has no objection subject to final details being reserved by condition.

Sustainability

Policy 18 of the Local Plan requires all new commercial development to achieve a minimum standard of BREEAM 'Very Good' with a specific focus on water efficiency.

An Energy Statement has been submitted with the application which states that the proposal will be designed and constructed to be consistent with achieving BREEAM 'Very Good'. A BREEAM pre-assessment has also been submitted. External shading is to be provided for south facing windows in the office space to reduce solar gains in summer. Low flow rate taps and other water saving controls will also be included.

Heating and cooling for the office spaces will be by air source heat pumps and an array of solar photovoltaic (PV) panels is proposed on the south facing pitch of the roof.

An old, inefficient building will be replaced with an efficient, new building and it is considered that it will be sufficiently sustainable and will comply with the requirements of Policy 18.

Contaminated land

A contaminated land report submitted with the application advises that two rounds of gas monitoring was undertaken and that remediation measures will not be necessary during the construction phase. The Environmental Health Officer has recommended a precautionary condition.

Air Quality

An Air Quality Assessment has been undertaken and it identifies that the proposal will have a neutral impact upon Air Quality. Emissions mitigation measures can be secured by condition.

Noise

The current use of the site is not constrained by any restriction on operating hours. The applicants envisage that Strings & Things will operate within normal working hours, but they will need flexibility for working outside of these hours from time to

time. The application is therefore seeking unrestricted working hours, including at weekends, which might be needed for stocktaking or goods transfer/receipt, for example.

The service yard and goods doors will be at the front of the site facing Commerce Way, with the unit itself providing an acoustic buffer to minimise any breakout of noise to the residential flats to the west. There are also other warehouse and industrial units between the site and the flats in St Peter's Place and it is not considered that unrestricted hours will result in noise concerns.

Recommendation

Approve

Subject to conditions:-

1. Approved plans
2. Time limit
3. Use Class restriction B8
4. Approval of Materials
5. The use hereby permitted shall not be carried on unless and until details of all operational phase air quality mitigation measures have been submitted to and approved in writing by the Local Planning Authority. The mitigation shall be equal to a value of ££6,541, as identified in the emissions mitigation assessment contained within the Air Quality Assessment (ref. AQ051929 dated 02/02/2022) and provided as part of the application.
6. The development hereby permitted shall be carried out in full accordance with the recommendations provided in Section 11 of The Ground Investigation Interpretive Report (Date: 22nd February 2022 Issue: V3 Reference: 21-008). If during development, any visible contaminated or odorous material, (for example, asbestos containing material, stained soil, petrol/diesel/solvent odour, underground tanks or associated pipework) not previously identified, is found to be present at the site, no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until it has been investigated by the developer. The Local Planning Authority must be informed immediately of the nature and degree of the contamination present and a method statement detailing how the unsuspected contamination shall be dealt with must be prepared and submitted to the Local Planning Authority for approval in writing before being implemented. If no such contaminated material is identified during the development, a statement to this effect must be submitted in writing to the Local Planning Authority.
7. Works of construction or demolition, including the use of plant and machinery, necessary for implementation of this consent shall be limited to the following times.
Monday - Friday 08:00 - 18:00 Hours
Saturday 09:00 - 13:00 Hours
Sundays and Bank Holidays no work permitted
Any temporary exception to these working hours shall be agreed in writing by the Local Planning Authority at least five days in advance of works

commencing. The contractor shall notify the local residents in writing at least three days before any such works.

8. Construction Management Plan
9. No part of the development shall be first occupied until covered and secure cycle parking spaces have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority
10. Car parking and EV spaces to be provided
11. Energy efficiency and sustainability measures as set out in the approved Energy Statement and BREAAAM pre-assessment report to be fully implemented prior to occupation
12. No development shall commence until the measures to be undertaken to protect/divert the public water supply main have been submitted to and agreed in writing by Southern Water.
13. Development shall not commence, other than works of site survey and investigation, until full details of the proposed surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The design should follow the hierarchy of preference for different types of surface water drainage disposal systems as set out in Approved Document H of the Building Regulations, and the recommendations of the SuDS Manual produced by CIRIA. Winter groundwater monitoring to establish highest annual ground water levels will be required to support the design. No building / No part of the extended building shall be occupied until the complete surface water drainage system serving the property has been implemented in accordance with the agreed details and the details so agreed shall be maintained in good working order in perpetuity

4 July 2022

Local Government Act 1972

Background Papers:

As referred to in individual application reports

Contact Officers:

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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.

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ADUR DISTRICT
C O U N C I L

Adur Planning Committee

Date - 7 July 2022

Agenda Item no.8

Ward: X]

Conservation Area Character Appraisal Reviews

Report by the Director for the Economy

1.0 Summary

- 1.1 This report updates the Planning Committee on public consultation carried out of the following documents:
- Kingston Buci Conservation Area Character Appraisal
 - Old Shoreham Conservation Area Character Appraisal
 - Article 4 Direction for Kingston Buci Conservation Area
 - Article 4 Direction for Old Shoreham Conservation Area
- 1.2 A summary of the representations received during consultation, together with Officer responses and recommendations is included as Appendix 1 to this report.
- 1.3 The Planning Committee is asked to note these representations and responses. Any comments will be passed to the Executive Member for Regeneration to inform his decisions on:
- Adoption of the character appraisals for each conservation area
 - Adoption of an updated Adur Policies Map to reflect revised boundaries for each conservation area
 - Confirmation of the Article 4 Direction for each conservation area.

2.0 Background

- 2.1 On 4 October 2021, the Planning Committee agreed the Executive Member for Regeneration could authorise:
1. Public consultation on the revised character appraisals for Old Shoreham Conservation Area and Kingston Buci Conservation Area
 2. Public consultation on the proposed boundary changes of Old Shoreham Conservation Area and Kingston Buci Conservation Area
 3. Making and consulting on Article 4 Directions for Old Shoreham Conservation Area and Kingston Buci Conservation Area under the Town and Country Planning (General Permitted Development) Order 2015 (as amended).
 4. Confirmation of the Article 4 Directions under the Town and Country Planning (General Permitted Development) Order 2015 (as amended).
- 2.2 This report updates the Planning Committee on the public consultations on the character appraisals and Article 4 Directions.
- 2.3 Public consultation was held in accordance with the Council's Statement of Community Involvement, and the requirements of the Planning (Listed Buildings and Conservation Areas) Act 1990, and the Town and Country Planning (General Permitted Development) (England) Order 2015 (GPDO) (as amended).
- 2.4 The character appraisals and Article 4 Directions were made available on the Council's website for a period of 8 weeks. Physical copies were also available at the Shoreham Centre, Portland House and at libraries in Adur.
- 2.5 The Secretary of State, Historic England and West Sussex County Council were notified of the making of Article 4 Directions and the consultation on the draft character appraisals for the conservation areas. All addresses within the conservation areas were sent letters notifying them of the consultations and the making of the Article 4 Directions.
- 2.6 The consultations were advertised in the Shoreham Herald and the London Gazette. The Council also produced a press release, and advertised the consultations on its social media accounts and through the Adur Planning Policy newsletter.
- 2.7 The Council received the following representations:
- Kingston Buci Conservation Area Character Appraisal - 9 representations

- Old Shoreham Conservation Area Character Appraisal - 0 representations
- Kingston Buci Article 4 Direction - 1 representation
- Old Shoreham Article 4 Direction - 0 representations

2.8 A summary of the representations and Officer responses to these comments is provided as Appendix 1 to this report.

Kingston Buci Conservation Area

2.9 Seven representations objected to the proposed removal of Spinnals Grove from the conservation area. Spinnals Grove was built in 1988 after the designation of the conservation area. It is a well-maintained cul-de-sac of modern residential homes built around existing mature trees. Representations suggested that the road should remain within the conservation area for the following reasons:

- Spinnals Grove residents wish to retain restrictions on development.
- Conservation Area status is important to buying/selling of properties in Spinnals Grove
- Conservation Area status protects the natural habitats, wildlife and existing mature trees in Spinnals Grove
- Conservation Area status protects Spinnals Grove from overdevelopment
- Spinnals Grove has retained its original and intended features since being built in 1988

2.10 Whilst recognising the desire of local residents to remain part of the conservation area, Officers recommend that the street be removed from the conservation area. Local Authorities have a duty to review conservation areas. Designation of the conservation area relates to its special architectural and/or heritage qualities. Conservation Areas should only include buildings / features which have special historic or architectural significance. The inclusion of areas which do not relate to these undermine the purpose.

2.11 Furthermore:

- The setting of the conservation area will be taken into account in assessing relevant applications. There are no vacant sites in Spinnals Grove which would lend themselves to allocation by the local authority.
- The role of conservation area status in buying/selling a property is not a relevant planning consideration.
- There are several individual and group Tree Preservation Orders in the area in question which provide protection to the existing mature trees.

The Council's Tree Officer has visited the site and does not consider that any further designations are required.

- Other green areas are private gardens, the management/ design of which conservation area legislation has no control.

- 2.11 The Council received a representation from Historic England supporting the recommendations in the character appraisal and management plan.
- 2.12 The Council received a representation from the owner of the transmission mast site supporting its removal from the conservation area
- 2.13 The Council received a representation from a resident supporting the making of Article 4 Direction.

Old Shoreham Conservation Area

- 2.14 Three representations supported the inclusion of the Old Shoreham Toll Bridge within the conservation area.
- 2.15 One representation objected to the removal of 74 Adur Close from the regeneration area due to the importance of the trees along the roadside verge on The Street. As a result of consultation, the boundary has been adjusted to retain the roadside verge, but exclude the property.
- 2.16 Representations welcomed the identification of areas of poor public realm, particularly around the Red Lion and Amsterdam pubs. However one noted that the text was out of date as the Red Lion has now reopened. This has been amended in the revised document. Another representation wanted more stringent requirements to improve these areas. This is outside the remit of the character appraisal. However the appraisal does highlight opportunities that can be taken when a relevant planning application comes forward or where there are relevant public realm schemes.
- 2.17 Representations suggested extending the conservation area to include parts of Buckingham ward which form the setting for the church and link to the downland landscape in order to prevent the loss of biodiverse road verges to residential driveways and hardstanding. The land between Steyning Road and the River Adur is now identified within the appraisal as an area of open space important to the setting of the conservation area.
- 2.18 Land at Mill Hill has now been highlighted in the revised document as an area of open space important to the setting of the conservation area.

- 2.19 Regarding road verges, it is recognised that there are areas of landscape and biodiversity value. However conservation areas must be designated in relation to heritage matters. Applications for vehicle crossovers over Highways land are a matter for West Sussex County Council to consider.
- 2.20 The Council received a representation from Historic England supporting the character appraisal and management plan. This representation strongly supported the identification of open space important to the setting of the conservation area
- Land between Steyning Road and River Adur
 - Shoreham Airport
- 2.21 These sites comprise the remainder of the undeveloped river plain, form a very picturesque grouping in views and have high aesthetic value. The relationship of the conservation area, St Nicolas' Church and the Toll Bridge to the river is important to understanding the origins and historic development of Old Shoreham.
- 2.22 The Council received a representation from the owner of the land between Steyning Road and the River Adur stating that the site makes only a modest contribution to the setting of the conservation area, and that views are transitory. Officers consider that this directly contradicts the views of Historic England, and the landscape evidence which informed the Adur Local Plan 2017, which excluded the site from allocation for development.
- 2.23 The Council did not receive any representations relating to the making of an Article 4 Direction.

3.0 Proposals

- 3.1 Following this committee, a report will be taken to the Executive Member for Regeneration recommending that the Council adopt the revised character appraisals for Kingston Buci and Old Shoreham Conservation Areas, including boundary changes and management recommendations. The boundary changes are:
- Kingston Buci: Proposed revisions to the boundary proposed here include the removal of land south west of Shoreham College and immediately north of the railway line, which is now used as a transmitter station. It is also proposed to remove some modern housing along Rectory Road and at Spinnals Grove east of Kingston Lane.

- Old Shoreham: Proposed revisions to the boundary proposed here include the addition of the tollbridge, and the removal of Tollbridge House on the west side of Connaught Avenue south of the junction with the Upper Shoreham Road, 74 Adur Avenue (but retaining the roadside verge), Conifers and (house opposite) on Lesser Foxholes cul-de-sac.

3.2 The report to the Executive Member for Regeneration will also recommend the adoption of an updated Adur Policies Map to reflect the revised boundaries of the conservation areas.

3.3 If the character appraisals are adopted, a further report to the Executive Member for Regeneration will recommend that the Council conform the Article 4 Directions for Kingston Buci and Old Shoreham conservation areas.

3.4 Planning Committee is asked to note the representations to the public consultations, and the Officers' responses to these comments. The comments and feedback of the committee will be passed on to the Executive Member to inform his decisions.

4.0 Legal

4.1 Under Section 69(1) of the Planning (Listed Buildings & Conservation Areas) Act 1990 (the 1990 Act) the Council, as local planning authority, is required from time to time to determine which parts of their area are areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance, and to designate those areas as conservation areas.

4.2 Section 69(2) of the 1990 Act imposes a duty from time to time to review the past exercise of functions to designate areas as conservation areas and to determine whether any parts or any further parts of their area should be designated as conservation areas; and, if so, to designate those parts. There is no requirement for the review to take place at particular intervals.

4.3 The Authority is under a further duty under Section 71(1) of the 1990 Act from time to time to formulate and publish proposals for the preservation and enhancement of any parts of their area which are conservation areas.

5.0 Financial implications

- 5.1 The document was part of the Planning Policy team's general work programme. Any expenditure that has been incurred to date has been contained within existing budget resources.
- 5.2 The imposition of Article 4 Directions will have implications for Development Management as it will result in additional planning applications which will not attract a planning fee. This will marginally increase the cost of the service without any additional fee income. Whilst, the Government's intended planning reforms indicate improved resources for local planning authorities these reforms have been delayed.

6.0 Recommendation

- 6.1 That the Planning Committee note the representations to the public consultations, and the Officers' responses to these comments; and recommend that the Executive Member for Regeneration approve:
- Adoption of the character appraisals for Kingston Buci and Old Shoreham conservation areas
 - Adoption of an updated Adur Policies Map to reflect revised boundaries of the conservation areas
 - Confirmation of the Article 4 Directions for Kingston Buci and Old Shoreham conservation areas

Local Government Act 1972

Background Papers:

- Appendix 1: Consultation Summary - Kingston Buci and Old Shoreham Conservation Area Character Appraisals and Article 4 Directions
- Kingston Buci Conservation Area Character Appraisal
- Old Shoreham Conservation Area Character Appraisal
- Article 4 Direction for Kingston Buci Conservation Area
- Article 4 Direction for Old Shoreham Conservation Area

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Schedule of Other Matters

1.0 Council Priority

- 1.1 The Adur Local Plan 2017 includes Policy 16: A Strategic Approach to the Historic Environment which commits to producing and reviewing character appraisals, encouraging appropriate and productive use of heritage assets and working with other parties to ensure that Adur's historic environment is conserved.

2.0 Specific Action Plans

- 2.1 Matter considered and no issues identified

3.0 Sustainability Issues

- 3.1 Matter considered and no issues identified

4.0 Equality Issues

- 4.1 Matter considered and no issues identified

5.0 Community Safety Issues (Section 17)

- 5.1 Matter considered and no issues identified

6.0 Human Rights Issues

- 6.1 Matter considered and no issues identified

7.0 Reputation

- 7.1 Matter considered and no issues identified

8.0 Consultations

- 8.1 The Conservation Area Character Appraisals, proposed boundary changes, and proposed Article 4 Directions will be subject to public consultation. The appendix to this report summarises the representations received and Officers' responses to these comments

9.0 Risk Assessment

9.1 Failure to periodically review conservation areas is in conflict with statutory legislation and national planning policies.

10.0 Health & Safety Issues

10.1 Matter considered and no issues identified

11.0 Procurement Strategy

11.1 Matter considered and no issues identified

12.0 Partnership Working

12.1 Matter considered and no issues identified



Contents

- 1.0 Old Shoreham Conservation Area, an overview
- 2.0 Historical development
- 3.0 Built and landscape character
- 4.0 Setting and views
- 5.0 Assessment of condition
- 6.0 Management recommendations

Old Shoreham Summary of Significance

Old Shoreham is a lower Downland village in Adur between the settlements of Lancing and Brighton south of the A27 bypass. It sits in the valley floor on the east bank of the wide estuary of the river Adur at the ancient crossing point marked still by the Old Shoreham toll bridge, and the sturdy tower of the church of St Nicholas. On the west side is Shoreham airfield, itself of considerable heritage significance. The view south from higher ground is one that epitomises the unique landscape and historic townscape characteristics of the district of Adur.

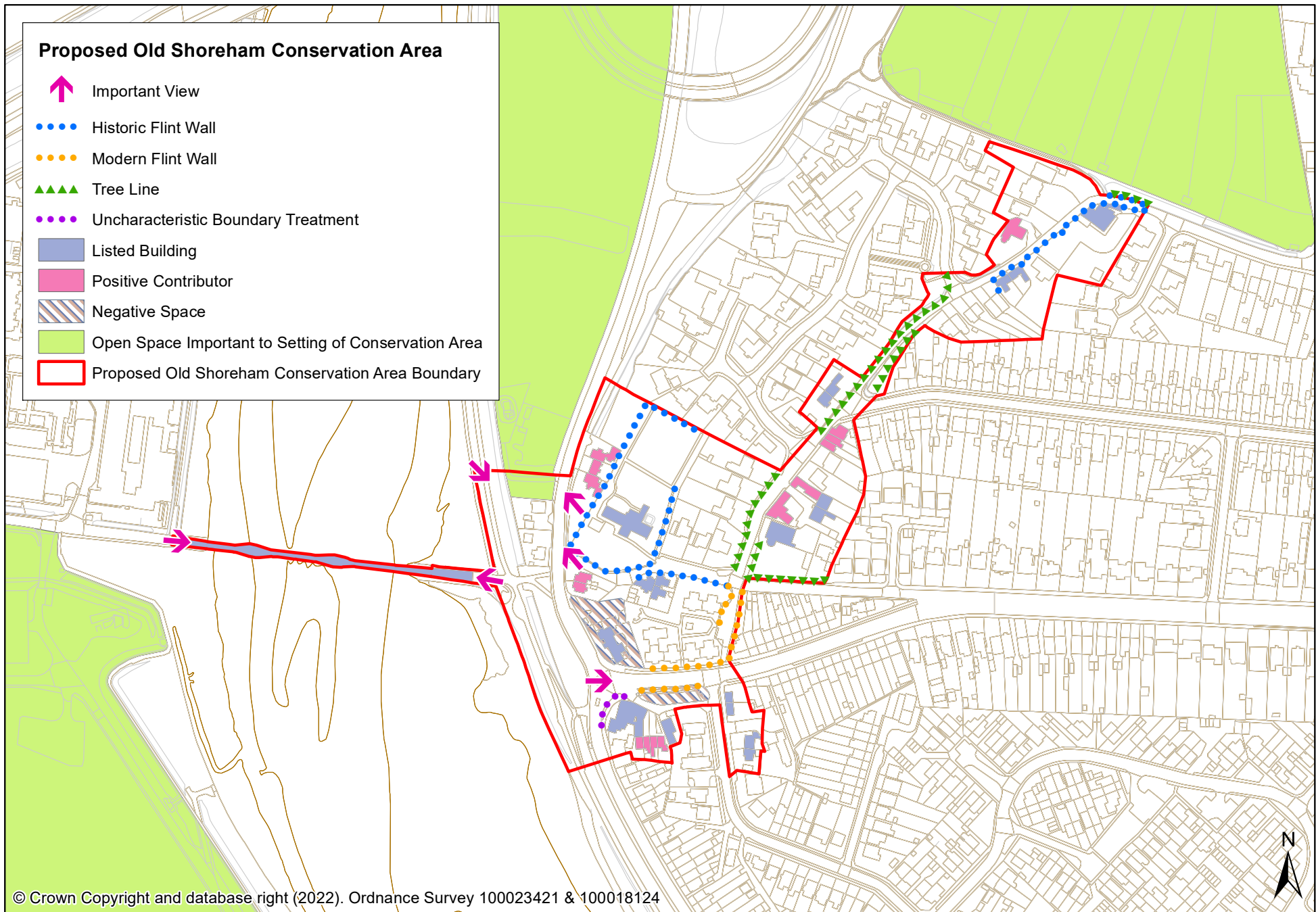
A settlement of agricultural origins, Old Shoreham includes within it a number of post medieval thatched and timber framed buildings, as well as some attractive houses of the 18th century built mostly in local flint. During the late 18th century and throughout the 19th century, the road and rail infrastructure had a significant impact on the shape and growth of the village.

The latter part of the 20th century resulted in the rapid suburbanisation of Old Shoreham, and its eventual conflation with neighbouring New Shoreham. Together, the settlements are now known as Shoreham-by-Sea.

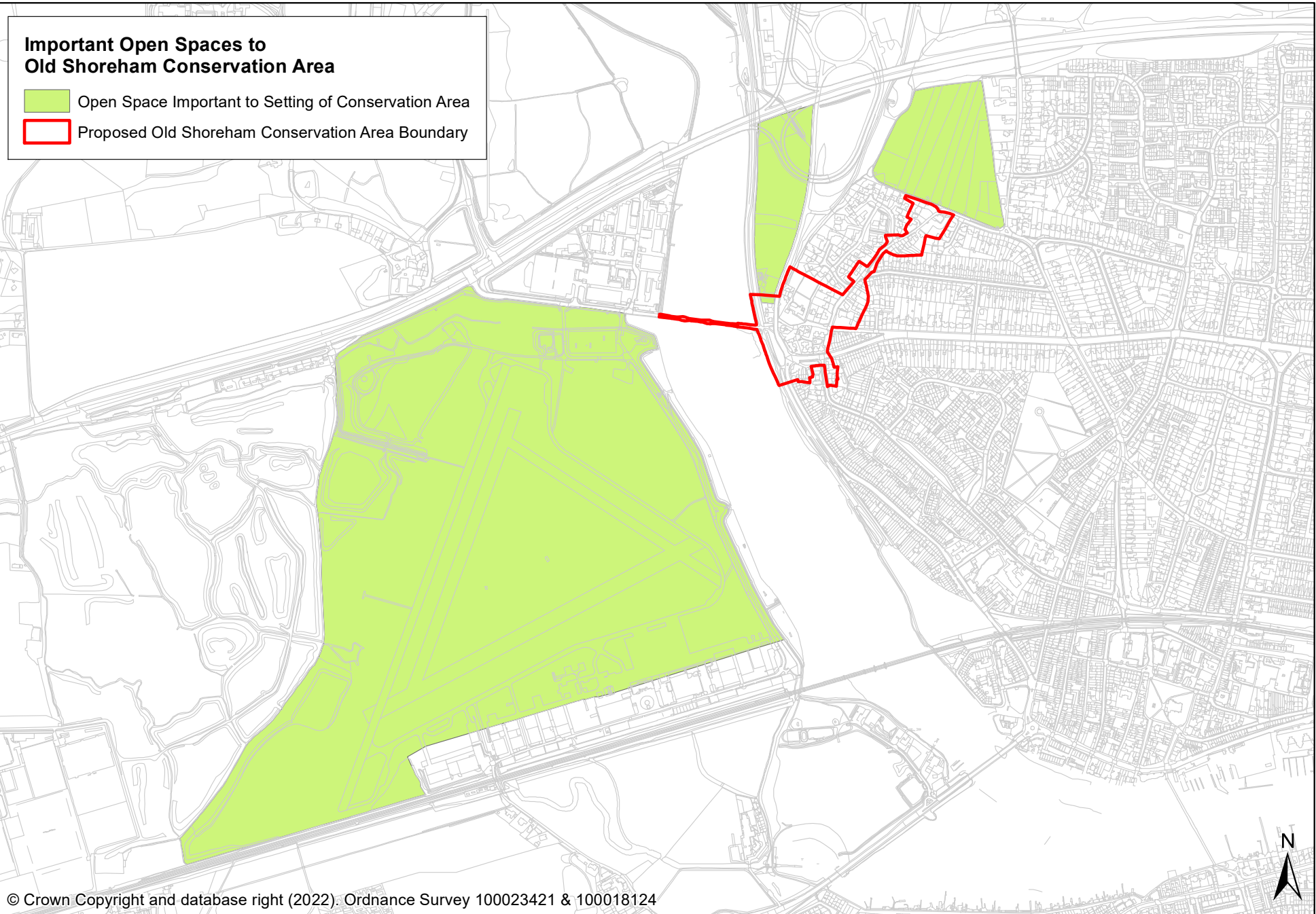
Modern infill development has undermined the historic character of the village, which is now in a suburban context and some modern public realm interventions have damaged the integrity of the conservation area.

1.0 Old Shoreham Conservation Area: An Overview

- 1.1 The Anglo-Saxon settlement of Old Shoreham lies on the east bank of the Adur at the foot of the South Downs. An agricultural village, it was held after the Conquest by the de Braose family whose seat was at Bramber Castle. It was supplanted in the 11th century by New Shoreham which was established as a busy port. Today, the village is in a suburban context, but within the conservation area boundary is the fine Saxon church and a number of surviving buildings of post-medieval, 18th and 19th century date, unified by their use of local vernacular materials, particularly the locally sourced flint.
- 1.2 The view towards Old Shoreham from the elevated section of the A27 bypass best encapsulates the character of the village, and of Adur more widely. From here the pyramidal cap of the church of St Nicholas is seen in the Adur Gap, and the iconic toll bridge connects the ancient village with the reclaimed land on which the airport now sits. At low tide the mudflats are exposed, evoking a strong sense of the once rural estuarine context of the village.
- 1.3 The listed and historic buildings in the village are for the most part well maintained, but the public realm around the two historic public houses is degraded, detracting from the character and appearance of the conservation area. There is a considerable amount of modern development within the conservation area, some of which, located at the fringes of the village, is proposed for removal within this review.



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2.0 Historical Development

Early history

- 2.1 The earliest finds relating to the human settlement of this area are found on the chalk slopes of the South Downs north-east and west of Old Shoreham. At Thundersbarrow Hill is the site of a bowl barrow, an Iron Age hillfort, a Romano-British village and an associated field system, now designated as a scheduled monument. Further south at Slonk Hill was an extensive Romano-British settlement, the disappearance of which is consistent with the coastal erosion which continued into the 18th century.
- 2.2 The river has had a great impact on the morphology of the district of Adur, and the extent of its settlements. Old Shoreham has Saxon origins, as borne out by the fine church of St Nicolas. In the 11th century it sat on the east side of a tidal estuary up to 1.5 miles wide which was crossed by ford or ferry to reach North Lancing on the west side. It is not thought that Old Shoreham was ever a significant port, the economy being based primarily on agriculture. Conversely, New Shoreham was distinguished by its function as a busy port in the 12th century, attracting considerable trade with northern France. As the closest channel port to London, the Shorehams became part of a busy trading route running north to the Capital through Upper Beeding.
- 2.3 From its early history, the gradual process of eastward longshore drift created a shingle bar across the mouth of the estuary. The lagoon it created was often silted up by river deposits; or the spit breached by seawaters and with this unstable environment, settlement loss was a recurrent problem, as in 1703 when a great storm destroyed much of Shoreham.
- 2.4 Land was being steadily reclaimed in the estuary by the 16th century and the course of the river moved eastwards south of New Shoreham behind a shingle beach. Eventually a new opening was created through the shingle bar in 1821 at Kingston, creating a permanent harbour that remains today.

- 2.5 In 1066, Shoreham was held by Azor, and by 1086, as throughout Adur, Shoreham was controlled by William de Braose from his seat at Bramber Castle. The manorial lands of New Shoreham were held by the 15th century by the dukedom of Norfolk; while it seems that the manor of Old Shoreham passed out of the honor of Bramber in the 13th century to the Earl of Cornwall forming part of the duchy of Cornwall until it was acquired by the Duke of Norfolk in 1799, after which it descended with New Shoreham.

15th - 18th centuries

- 2.6 The earliest known map of the area dates from 1622 and shows the ferry crossing on the site of the present-day toll bridge and an area of salt marshes on reclaimed land that is now the site of Shoreham airport. The church of St Nicholas is depicted, as is the settlement of New Shoreham. The lost settlement of Pende is also annotated off the coastline, a reminder of the still changeable coastal environment.

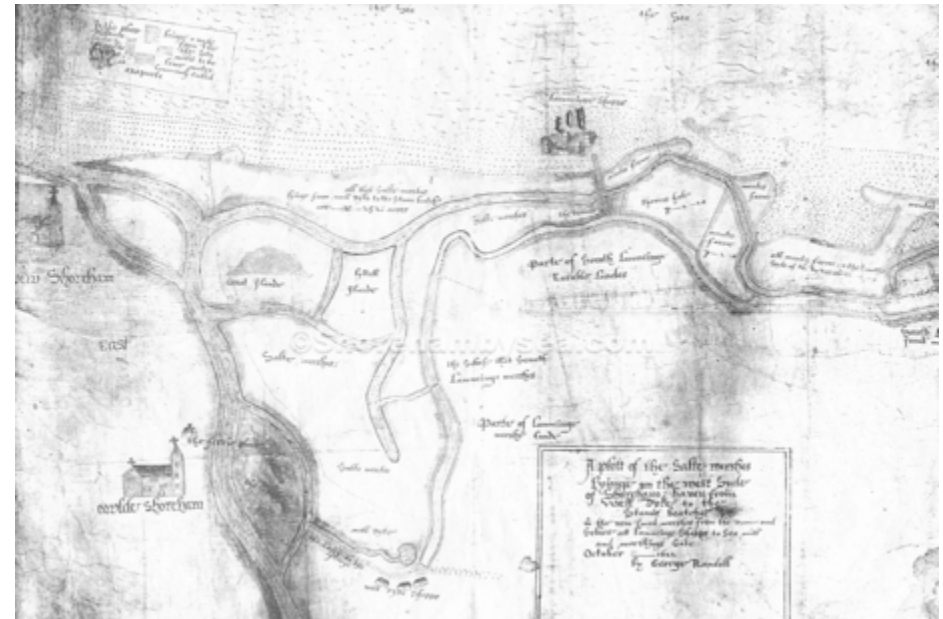


Fig 1: 1622 Map of Shoreham, by George Randall

It remains unclear where the manor house of Old Shoreham was located, but it seems likely that it merged in the 17th century with Buckingham House where a manor house of some status was recorded in the late 17th century. Buckingham House is located east of Old Shoreham and has now been built over by modern development and only a dovecote belonging to the farm survives, along with the ruins of the early 19th century mansion designed by John Biagio Rebecca which replaced the earlier house. The estate was held by the Lewknor family who moved in 1890 to Adur Lodge in the northern part of the present-day conservation area.

2.8 Unlike New Shoreham, which was always a settlement based on the trade of its port, medieval Old Shoreham's was an agricultural economy. Predominantly based first on arable farming, as evidenced by the flour mills on land to the north at Mill Hill; much of the land was converted to pasture in the 14th century. By the 18th century much of the land had been enclosed by the owners of the Buckingham Estate and Erringham Farm to the north.

2.9 The village of Shoreham in this period consisted of a curved street, bounded to the south by arable land. The road at the north-east end led to Brighton and from the southern part of the village, lanes ran west towards the river to where the ferry operated. The bridge opened in 1781. The Old Shoreham Road running south to the new Brighton Road and north as the Steyning Road was not constructed until the later 18th century.

2.10 A number of buildings within the conservation area date from this period including The Red Lion public house, a long, low building facing the riverside; and an 18th century house with a distinctive gambrel roof, now The Amsterdam Inn. Three timber framed buildings form a further group south of The Amsterdam Inn and would have been associated with the agricultural activities in the area. They include Tudor Cottage on Upper Shoreham Road, a pair of thatched cottages and a thatched and now converted barn both located on the east side of Connaught Avenue. On The Street, Old Shoreham Farmhouse is another well maintained, but altered building of 18th century date.



Fig 2: Yeakall and Gardner Map of Sussex 1778-1783 showing Old and New Shoreham and the Buckingham estate to the east

19th and 20th centuries

2.11 The 19th century saw considerable change to the road and railway infrastructure which provided impetus for further expansion of Old and New Shoreham. The Shoreham to Horsham branch of the Brighton and South Coast Railway opened in 1861 and ran alongside the Old Shoreham Road adjacent to the river. In the 1920s the Brighton road was moved from the lane under the churchyard wall (now St. Nicholas Lane) to a new position south of the Red Lion Inn. This too has now gone with the new Brighton Road running along the coast; but the trace of the old road remains through a car park, and the southern lane is a footpath leading to the modern Connaught Avenue.



Fig 3: Tithe Map 1851

- 2.12 The Street was in the mid-late 19th century characterised by a scattering of cottages of 19th century or earlier date. North of the flint-faced house of Old Shoreham Farm is an early 19th century barn and farmstead, and together this group was let as part of a gentleman's estate in 1832. The lease also included Adur Lodge which is shown at the north end of the Street in the tithe map and the OS mapping series below. The name Adur Lodge is misleading as it appears this was a residence in its own right, and not connected to Buckingham House.
- 2.13 Founded in 1910, Shoreham Airport is the oldest airport in the UK, and the oldest purpose-built commercial airport in the world still in operation. The airport was in use by the Royal Flying Corps during WWI and in the following years was used both as a municipal airport and as a training base by the Royal Air Force. It was requisitioned again during WW2 and resumed commercial services thereafter. Today it is used by privately owned aircraft, and for air shows. The terminal building is listed grade II*, and was designed by Stavers Tiltman.
- 2.14 The railway line through Old Shoreham closed in 1966, the track was lifted, and the signal boxes demolished. The railway line became part of the 30-mile Downs Link path in 1984. Parts of the old track remain south of the toll bridge as a tangible piece of the history of the railway.



Fig 3: OS Maps 1879 (top), 1909 (middle) and 1947 (bottom)

2.4 Built and Landscape Character

Landscape context

- 3.1 Old Shoreham sits adjacent to the broad estuary on the east bank of the Adur at the foot of the South Downs. The wide valley bottom here, along with the open space of Shoreham airfield maintains an important strategic green gap between Lancing and Shoreham. Vantage points from the A27 bypass north of Old Shoreham, and from higher ground on the Downs at Mill Hill provide the expansive views across the landscape and south to the sea, for which this part of West Sussex is known.
- 3.2 Old Shoreham is built on the alluvial coastal plains. Land to the west of the Adur, now occupied by the airfield was over many centuries reclaimed from the sea as the broad inlet that once provided the natural harbour at New Shoreham gradually silted up. The ground rises rapidly north of the historic core of village, The Street climbing uphill in a north easterly direction before joining Mill Hill from where the footpaths of the Downs are accessed. The full landscape context of Old Shoreham can from here be appreciated, where the wooded slopes to the east enclose the settlements of Old and New Shoreham, and fields and the airfield provide a green backdrop, with the river threading through the timber structure of the iconic Old Shoreham Toll Bridge.
- 3.3 Old Shoreham is intrinsically connected to its landscape, most tangibly by the toll bridge which crosses the Adur west of the church and allows views back to the village, towards the sea and Downs, and across the historic airfield. The Downs Link path runs along the east bank of the Adur here on the route of the old railway line and the footpath provides attractive views of the old village along this stretch, again providing a strong visual connection of the historic built and natural environments. Views towards the Downs are available within the southern part of the conservation area from the elevated position of the churchyard, and in glimpses from the network of streets south and west of the church.



Fig 4: Views from Mill Hill towards Old Shoreham

Spatial analysis

- 3.4 The shape and extent of Old Shoreham changed very little until the early part of the 20th century when suburbanisation rapidly accelerated across Adur including within and around Shoreham. The heart of the village is centred around the old, and now truncated streets at the south-west end of the conservation area adjacent to the river, and the toll bridge, which is proposed to be fully included within the conservation area. Here, historic buildings are loosely clustered south and east around the 11th century church of St Nicholas. The second concentration of historic buildings is along the linear road The Street, which branches north from St Nicholas Lane and travels up the hill in a north-easterly direction terminating at its north end with Adur Lodge.
- 3.5 The buildings in the southern part of the conservation area are arranged around the old roads. These once formed a loose grid, but now provide a circuitous walk along the stretch of the A283 south of the church before

turning east along Upper Shoreham Road, north along a footpath which connects to St Nicholas Lane returning west back to the A283.

- 3.6 The buildings here address the old roads on which they once sat, the Red Lion facing east towards the river, while The Amsterdam and Tudor Cottage face the Upper Shoreham Road and two further listed buildings sit on the modern Connaught Avenue. The road adjacent to the river has always been wide here, and the mini roundabout that now exists allows a single view that captures most of the historic buildings in this part of the conservation area in their varied orientations.



Fig 5: View east along Upper Shoreham Road with Red Lion (left), Amsterdam Inn (right) and thatched cottages behind

- 3.7 The Red Lion Inn sits back from the road on a wide pavement used as a seating area. North-west of the pub is where the old Brighton Road terminated before it became St Nicholas Lane. The junction of this old road and the north-south road has now become a yard to the pub, closed off from the present day A283 by bollards and a modern bus stop. This open space is underused and poorly maintained.



Fig 6: Service yard north of Red Lion Inn

- 3.8 The toll bridge is representative of an important part of the history of Old Shoreham and is now proposed for inclusion in the conservation area. This location was the site of very ancient crossing of the Adur when the river was either forded or crossed by a ferry. The first bridge was built in 1781, and was substantially restored to the same design in the early 20th century.



Fig 7: Old Shoreham Toll Bridge

South of the church the arrangement of buildings and spaces creates a more intimate feel owing to the enclosure of plots with flint walls and mature planting. Views are channelled by these walls either towards landmark buildings such as the church and The Old School House, or out of the settlement where far reaching views of the Downs are glimpsed. The roads here are narrow, and in some instances include pedestrianised sections, which by limiting through traffic, serve to reinforce a quieter environment redolent of an earlier historic rural settlement.



Fig 8: Views around St Nicholas Church

- 3.10 Historic buildings are mostly of a similar scale of two storeys, but their age and historic functions are varied so there is an architectural diversity within the village which comprises former agricultural buildings, historic dwellings and civic buildings such as the schoolhouse or Red Lion Inn.
- 3.11 The church of St Nicholas is the most important landmark building in the conservation area with a significant landscape presence in longer views, but also a considerable townscape value owing to its elevated position in a large churchyard bordered by flint walls and incorporating attractive and mature specimen trees. The church, dedicated to the patron saint of seafarers has Saxon origins and possibly incorporates parts of an earlier minster sited at this ancient crossing point on the Adur. The church is noted for its similarities with churches in Normandy, owing possibly to the connections with William de Braose. Architecturally, it is a cruciform plan church with a sturdy central tower and an ornamented bellstage, and an attractive east window of reticulated tracery, which was installed during the extensive 19th century restorations.



Fig 9: Church of St Nicholas, and churchyard

- 3.12 The previously open spaces east of the Red Lion Inn have now been built over by modern development, as has the site of a substantial barn east of the church, where modern detached houses now sit. Branching north of

St Nicholas Lane is The Street, characterised today by a mix of building styles and ages, and mature trees and hedges which soften the appearance of the more modern buildings in the conservation area.

- 3.13 Linear in nature, The Street is a narrow single-track road with no pavements in the northern section. This, and the mature planting imbue it with something of its earlier rural character, in spite of the modern housing on the west side of the street. At the south-east end of the road are a cluster of historic buildings at the site of Old Shoreham Farm. The flint farmhouse is a handsome building of flint and brick with a large plot to the south enclosed by high hedges and fences. A courtyard arrangement farmstead north of the house survives, but in a much-altered state.



Fig 10: Old Shoreham Farm and farmstead

- 3.14 North beyond the farmstead a number of historic buildings are scattered along the road on either side, interspersed by modern development of mainly detached houses in good sized plots with front gardens and off-street parking. The historic buildings, in a range of ages and building styles tend to sit closer to the street, while the modern development is set further back to provide parking and front garden space. At the north end of The Street are the extraordinarily high flint walls enclosing the gardens of the 18th century Adur Lodge.



Fig 11: Adur Lodge

Architectural interest and built character

- 3.15 The historic built form of Old Shoreham is relatively rich, considering the small size of the conservation area, and clearly illustrates the many layers of the history of the village. There are several post-medieval timber framed vernacular houses in Old Shoreham; a selection of early-mid 18th century buildings of both 'polite' domestic and vernacular styles; and then a majority of vernacular revival styles dating from the 19th and 20th centuries. The buildings in the conservation area are generally small-scale domestic buildings, and mostly two storeys in height. Additionally, there are several larger scale buildings including the church and school.
- 3.16 Just five pre-1700 buildings are recorded in Shoreham-by-Sea, four of which are in the Old Shoreham Conservation Area. They are all modest two storey buildings, most built as labourers' cottages, reflecting the agricultural history of the village. Tudor Cottage is tucked behind the more prominent Amsterdam Inn, and has rendered elevations belying its earlier 16th century

origins. East of this are a pair of thatched cottages and a barn converted in the 20th century into two cottages, also thatched. This group have all suffered erosion of their settings arising from the modern housing development and the parking area of the pub. A further post-medieval cottage survives on the west side of The Street. Now two cottages, Hunter's Moon is a very charming part timber framed, and part cobbled house with a thatched roof and characteristic central stack indicating its early 16th century date.



Fig 12: Tudor Cottage (top left); Hunter's Moon Cottages (top right); 108-110 Connaught Avenue (bottom left) and Old Malt Cottage/Walnut Cottage (bottom right)

- 3.17 There are also a number of cottages of 18th century origin, most in flint or brick throughout the conservation area. These include the two public houses, both of which are very prominent in the conservation area on the Old Shoreham Road, because of their position, orientation and appearance. The Red Lion, a rendered building with sliding sash windows was once a dwelling but has been extended creating the long low west facing building. The Amsterdam Inn too was once a house. It has an attractive flint and brick front set back from the Upper Shoreham Road, but it is the gable end

with gambrel roof that provides a foil for the later lower extensions that curve around the arc of the Old Shoreham Road and entice visitors further east along Upper Shoreham Road.



Fig 13: 18th century Red Lion Inn (top) and Amsterdam Inn (bottom)

- 3.18 There are also a number of 18th century buildings along The Street including Old Shoreham Farmhouse and Adur Lodge, both built in the domestic Georgian style. Their external appearance reflects the slightly higher status of these buildings as used in the 19th century as gentlemen's residences. Old Shoreham Farmhouse is a double pile gambrel roof building of two storeys with end stacks. Its west front has been altered in the 19th century

with gault brick bays and dressings. As at The Amsterdam Inn, the unusual roof form and orientation of the building provides attractive views of the building from a variety of vantage points.



Fig 14: Adur Lodge (left) and Old Shoreham Farmhouse (right)

- 3.19 The Old School House is one of the most prominent of the 19th century buildings in the conservation area, built in a neo-gothic style with characterful traceried windows and a trefoil garret window on the north elevation. It sits happily as a group with the pair of semi-detached cottages fronting Steyning Road to the west of the school. These cottages are typical vernacular revival cottages with canted bay windows, decorative brick string courses, and painted barge boards. They sit on an island site among the narrow lanes here; and the front, sides and rear of the building successfully address the streets, encircled by flint boundary walls.
- 3.20 Modern residential development has replaced a number of older buildings in the conservation area, or infilled vacant plots, and the compact plan of the historic village has been lost to modern housing estates and cul-de-sacs.



Fig 15: The Old School House and 19th century cottages

Building Materials

- 3.21 There is a generally consistent palette of building materials used throughout the village. The most ancient buildings are timber framed, with thatched roofs. In some instances the framing is exposed, as at Hunter's Moon Cottage on The Street, but more often these buildings have been re-faced in render or flint and brick, as at Tudor Cottage and the buildings on Connaught Avenue.



Fig 16: Thatch, render, brick and flint concealing earlier timber frame at Connaught Avenue

The most characteristic of the local building materials is flint, found in the chalk beds of the downs, or on the beaches. The most commonly found broken flints are known as field flints, and would have been ploughed up for use in buildings. In higher status buildings there are examples of knapped and coursed flints. Flints are used extensively in both buildings and boundary walls throughout the conservation area.



Fig 17: Flint

3.23 The use of brick in historic buildings in the conservation area is generally restricted to quoins, window dressings and decorative elements, although most of the modern housing is also brick built. Most often bricks are red clays, but there are examples of yellow gault bricks. There are localised uses of weatherboarding, but only to more recently converted buildings. Roof coverings are a variety of materials, most commonly tile and thatch, but there are also examples of slate and Horsham slab roofing.



Fig 18: Various roof materials: thatch, clay tiles, slate, Horsham slab

Boundaries and streetscape

- 3.24 A unifying feature of the conservation area is the extensive flint boundary walls, particularly south of the church, and at the northern end of The Street. Throughout the rest of the conservation area, there has been a loss of enclosure to boundaries where flint walls have likely been lost.
- 3.25 The flint walls are not homogenous, but vary in terms of their height, intactness, quality and age. Most are built of coursed cobbled flints, while others are made of broken field flints laid in a more random arrangement. 19th century examples tend to include brick piers and cappings.



Fig 19: Historic flint walls

3.26 Mature hedges, shrubs and trees are a feature of the conservation area, frequently growing behind flint walls. There are also areas where enclosing features are absent (for example at The Red Lion and Amsterdam Inns), or where provision of off-road parking has resulted in the removal of sections of flint walling.



Fig 20: High hedges over flint walls on St Nicholas Lane and The Street

3.27 Roads and pavements throughout Old Shoreham are in modern tarmac, and there is no historic street paving. Pavements are inconsistent, but where absent, this contributes to the legibility of a once rural settlement character.

Heritage Assets

3.28 Heritage assets are commonly considered to be buildings or structures, monuments, places or landscapes that have sufficient significance to warrant consideration in the planning process. They include designated assets such as scheduled monuments, conservation areas and listed buildings; and non-designated assets such as locally listed buildings. Many of the listed buildings have been identified elsewhere within this report. Conservation Area Appraisals provide an opportunity for local planning authorities to also identify unlisted buildings that contribute positively to the character or appearance of the conservation area. Similarly, appraisals can also identify buildings that negatively contribute to the conservation area, usually because of inappropriate scale, poor design or incongruous materials.

3.29 Those buildings that have been identified as positive contributors within Old Shoreham are identified on the map on page 3. In general, positive

contributors have a degree of architectural and historic integrity, which may be derived from a street-facing elevation, or from another viewpoint; and they therefore illustrate an important part of the history of Old Shoreham. The images below show some of the buildings that contribute positively to the conservation area. Most of the historic flint boundary walls should similarly be considered to contribute positively to the character and appearance of the Old Shoreham Conservation Area.



Fig 21: Positive contributors on The Street



Fig 22: Positive contributors on Upper Shoreham Road

Detracting elements

- 3.30 The review of this conservation area has also identified a number of buildings and areas that make no positive contribution to the character or appearance of the conservation area, and they have therefore been proposed for exclusion from the conservation area boundary in the recommendations below. These include the modern block of flats, “Tollbridge House” on the west side of Connaught Avenue south of the junction with the Upper Shoreham Road; number 74 Adur Avenue and the two dwellings on the north and south side of the entrance to Lesser Foxholes cul-de-sac.
- 3.31 The Connaught Avenue flats are a regrettable intervention that occurred after the designation of the conservation area, and there is not therefore any merit to their being retained.
- 3.32 While there are other instances of modern buildings of only moderate townscape merit in the conservation area, many are embedded in the historic core of the village, and so only those that are easily capable of exclusion at boundary edges are proposed for removal here.



Fig 23: Modern housing proposed for exclusion from the conservation area

3.33 The area around the Red Lion pub has been identified as a negative space. This is a prominent part of the conservation area at the crossing point to the toll bridge, and at the entry to the historic core of the conservation area through the pedestrianised yard to the north of the pub, and along Upper Shoreham Road. The area to the front of the pub has been paved in unattractive crazy paving. A yard provides a service area for the pub, and is used for storing barrels, and there is a poor-quality outdoor decked area at the north end of the building. The beer garden is poorly maintained, and visible over the low brick walls (themselves uncharacteristic) on Upper Shoreham Road. The modern bus stop, bollards and poor levels of maintenance here all detract from the character of the conservation area, and could easily be addressed by installation of more sensitive street furniture, boundary treatments and street surfaces, and better maintenance of the property.

3.34 The area outside of the Amsterdam Inn has also been identified as negative space owing to surface treatments, boundary walls and poor quality street furniture (see Fig 34).



Fig 24: Negative space around The Red Lion

4.0 Setting and Views

- 4.1 Old Shoreham derives considerable significance from its setting, which contributes positively and significantly to the historic and aesthetic values of the village. The landscape context of Old Shoreham within the Adur Valley explains both the agricultural origins of Shoreham, and the seafaring history of its close neighbour, New Shoreham. Long views are available towards Old Shoreham from higher ground, and the green spaces north and west of the village are important not only to the setting of the historic settlement, but also to the special character of Adur.
- 4.2 Two areas of land in particular provide an important green context to Old Shoreham: the land associated with Shoreham airfield, itself an historic open space; and the parcel of land between the east bank of the river and the A283 north-west of St Nicholas Church.
- 4.3 A further open area of land sits north of The Street and west of Mill Hill. A footpath runs along the south, west and north field boundaries, and is believed to have possibly formed part of an historic droveway. The fields provide something of a buffer to the historic settlement.



Fig 25: View towards Old Shoreham from Mill Hill

- 4.4 Fig 25 shows the long view from Mill Hill towards the sea with Old Shoreham Bridge and the pyramidal tower of St Nicholas in the mid-ground which are important landmarks indicating the location of the historic settlement. In the foreground to this view are the lower Downland slopes sweeping down to the valley floor and the wide river which arches eastwards here past New Shoreham. The extensive flyover of the A27 bypass is clearly a dominant feature in this view, but its height provides transparency through to the green spaces on the east side of the river north of Old Shoreham.
- 4.5 The low flat green space of the airfield hints strongly of the geological provenance of this area as reclaimed land from the sea, and maintains the estuarine landscape character, until the point at which the land becomes developed again closer to the sea. The airfield as an open space is of considerable historic significance in its own right.
- 4.6 In nearer views, the importance of the area of land north-west of the church can be appreciated. The land itself is not particularly high quality, and the presence of the flood defences have altered the natural topography of it, but the green character provides an important foreground to the setting of the church, more readily appreciable at closer quarters where it still reads as a rural parish church of some considerable status.
- 4.7 Similarly, the open space of the airfield allows the low timber bridge to still be seen silhouetted against the river, with no intrusions above it. Views of the bridge have been much admired, and recreated historically, and the view continues to encapsulate the best of Adur's historic built and natural environment.



Fig 26: Paintings old and new of Old Shoreham Toll Bridge



Fig 27: View towards Old Shoreham from the A27 bypass

4.8 The importance of these open spaces to the significance of Old Shoreham Conservation Area is recognised on the map on page 4, where they are identified as open spaces that contribute positively to the setting of the conservation area. Recommendations in Section 6 below suggest that development of these spaces should be resisted.



Fig 28: View from west bank of the Adur towards St Nicholas Church (left) and towards Old Shoreham across the green space north-west of the church (right)

- 4.9 The irregular streets in the southern part of the conservation area provide further interesting views of the historic townscape, many of which have been identified elsewhere in this report. The views around the mini-roundabout from where the two historic inns can both be seen are important. The Red Lion interacts with the road and the river beyond, and the gable end of The Amsterdam Inn and the lower buildings that wrap around the edge of the road provide interesting townscape views along the Old Shoreham Road and Upper Shoreham Road.
- 4.10 These townscape views provide a sense of the overall character of the village, and the spatial and architectural qualities of it. The mature trees are important to the conservation area, softening the views, particularly where modern development intrudes on the appreciation of historic townscape qualities.
- 4.11 The streets and spaces around the church also provide glimpse views out to the Downs and to Lancing College. These are pleasant views out of the conservation area, and a further visual connection to the wider landscape.
- 4.12 Along The Street, the views are similarly local with the historic buildings seen in the context of the narrow linear road with mature planting and overhanging trees, and also of modern housing development. At the north end of The Street, there is a significant sense of enclosure from the

towering walled gardens of Adur Lodge on the south-east side of the road (see figure 19 above for images).



Fig 29: Views towards Lancing College from St Nicholas Lane and the churchyard

5.0 Assessment of condition

- 5.1 The condition of the conservation area is generally good and individual residential properties, particularly those that benefit from statutory designation are well maintained, many retaining historic features such as windows and doors. Elsewhere, unlisted historic buildings have in some cases undergone inappropriate alterations often resulting in the removal of historic or traditional windows or doors, or loss of or alterations to historic boundary treatments.



Fig 30: Modern uPVC windows to unlisted historic buildings

- 5.2 The most significant impact on the integrity of the historic village has been the incremental loss of historic buildings, features and spaces, and the infilling of plots throughout the conservation area with modern development, including the loss of or alteration to flint boundary walls.
- 5.3 Much change was experienced prior to the designation of the conservation area, for example the demolition of the tithe barn adjacent to the church.

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The site of the school playground was built over after the designation of the conservation area. On Upper Shoreham Road the red brick terrace is one and a half storeys and designed almost to mimic the scale and form of historic almshouses. The scale is therefore appropriate, although the design and materials employed have little reference to historic precedent locally.



Fig 31: Modern development on Upper Shoreham Road; poor quality street furniture

- 5.4 East of The Old School House at St Nicholas Court buildings are again of brick and two storeys. They use The Old School House as a design reference with similar geometries employed and in the use of tall pedimented gables. Historic flint walls were partially retained along the pedestrianised section of The Street and along St Nicholas Lane, and where flint walls were presumably lost, modern flint walls were reinstated. While the density of the development might therefore be greater than the surrounding area, the scale of the buildings is not inappropriate, although the materials could have more successfully integrated with the historic village.
- 5.5 The modern flats east of Tudor Cottage are however poorly designed making very little contribution to the historic character or appearance of the conservation area and they are proposed for removal from the conservation area.

Throughout the conservation area, modern housing has caused some harm to the character and appearance of the conservation area, or the setting of listed buildings. The post-medieval buildings in the southern part of the conservation area have in particular suffered a significant suburbanisation of their settings, exacerbated by modern street furniture, the poor-quality parking area at The Amsterdam Inn and modern and badly maintained street surfaces.



Fig 32: poor quality development on Connaught Avenue

- 5.7 Most of the unlisted residential buildings in the conservation area are modern. The usefulness of imposing the kinds of additional controls that Article 4 Directives can achieve is therefore limited, but this tool would allow greater control over alterations to boundary treatments, the further loss of which would continue to erode the character and appearance of the conservation area.
- 5.8 The area around The Red Lion Inn has been identified as an area of negative space owing to the bus stop, bollards and poor management of the yard north of the pub. The site of the pub itself is marred by the area of decking, crazy paving, poor quality picnic benches and lack of maintenance of the pub garden. The pub itself is also now in need of repair externally.



Fig 33: Poor quality public realm at Red Lion Inn



Fig 34: Modern inappropriate brick wall and boundary treatments

- 5.9 The most significant threat to the conservation area going forward is that associated with development pressure within the setting of the conservation area, particularly on the site of the airfield, and on the stretch of land between the river and the A283 Steyning Road to the north-west of the church. As demonstrated above, these two spaces provide an important rural context to the conservation area in both near and far views, and the incremental development of them would be harmful to the significance of the conservation area as derived from its setting. A small amount of land has been allocated for development on the airfield site, but

otherwise the airfield, and the land north-west of the church is designated as countryside. It is recommendation of this report that further development of these sites is resisted.

- 5.10 The land north of The Street at the northern end of the conservation area is also currently an area of open fields, facing some development pressure. While the loss of this area of landscape would be regrettable, the impact on the setting of the conservation area would be less severe, because there are fewer direct views into or out of the conservation area, even along the footpath which runs west from the top of The Street.



Management Plan

6.1 The overall character of the conservation area is compromised by the cumulative effects of the issues outlined above. The following is a set of recommendations to improve the future management of the conservation area.

Boundary Review

The following buildings should be excluded from the revised boundary of the Old Shoreham Conservation Area:

- Tollbridge House on the west side of Connaught Avenue south of the junction with the Upper Shoreham Road
- 74 Adur Avenue
- Conifers and (house opposite) on Lesser Foxholes cul-de-sac.

6.2 The above buildings make little positive contribution to the character or appearance of the conservation area, and they have therefore been proposed for exclusion from the conservation area boundary in the recommendations below. The Connaught Avenue flats are a regrettable intervention that occurred after the designation of the conservation area, and there is not therefore any merit to their being retained.

6.3 While there are other instances of modern buildings of only moderate townscape merit in the conservation area, many are embedded in the historic core of the village, and so only those that are easily capable of exclusion at boundary edges are proposed for removal here.

Article 4 Directions

Imposition of an Article 4 should be considered to allow additional planning controls for any works fronting a highway or public right of way and which would involve:

- Any alteration to a roof including roof coverings, rooflights and solar panels.
- Building a porch.
- Enlargement, improvement or alteration such as an extension, removal or changes to architectural features.
- The provision of a hard surface.
- The erection, construction, improvement or alteration (including demolition) of a fence, gate, wall or other means of enclosure.
- Removing totally or partially walls, gates, fences or other means of enclosure.
- Exterior painting of previously unpainted surfaces or changes of external colour schemes, or covering walls by render or like finishes.

And the following whether or not it fronts a highway or open space:

- Removing or altering chimneys.

6.4 Minor developments such as domestic alterations and extensions can normally be carried out without planning permission under the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (GPDO). Article 4 of the GPDO gives local planning authorities the power to limit these 'permitted development rights' where they consider it necessary to protect local amenity or the wellbeing of the

area. An Article 4 Direction is therefore a tool available to a local authority to allow greater control over the types of changes that can cumulatively erode the historic character of a conservation area, for example loss of traditional windows or boundary treatments.

6.5 The scope of the Article 4 proposed here does not include further controls affecting buildings, because the majority of unlisted buildings in this conservation area are modern, and those that are historic have often already lost historic windows and doors. However, there is merit in using this planning tool to control other aspects of development, in combination with the use of a Design Guide (to be developed), which could set out advice for homeowners about appropriate alterations, which might over time reverse some of the more harmful alterations.

6.6 Elsewhere, planning and listed building legislation will allow alterations to listed buildings or commercial buildings to be more carefully controlled.

Infrastructure and public realm

Public realm improvements should be informed by an understanding of the significance of the conservation area, and respect the character and appearance of historic Old Shoreham.

6.7 The conservation area would benefit from a holistic approach to installation of or alteration to road, street, telecommunications and lighting infrastructure. All relevant authorities should be reminded of the designation status to encourage a more thoughtful approach to installation of signage, street markings, telephone and broadband boxes, litter bins and road surfaces. Historic England's Guidance 'Streets for All' provides a framework for managing change to the public realm in historic areas: <https://historicengland.org.uk/images-books/publications/streets-for-all/heag149-sfa-national/>

Public awareness

Local residents and businesses should be made aware of the designation of the village as a conservation area, and what it means for development and change to their properties.

6.8 There would be considerable benefit in raising awareness of the conservation area designation and what it means for buildings within Old Shoreham. This could be achieved through circulating this advice to householders and businesses in Old Shoreham, as part of a public consultation process.

New development and alterations to existing buildings in the conservation area

Proposals for new development, and alterations to existing buildings should take into account the heritage values associated with the conservation area as set out in this appraisal. Consideration should be given to the production of a local Design Guide to provide advice about appropriate change within Adur's conservation areas.

6.9 Some of the modern development throughout the conservation area is poor quality and makes little reference to local vernacular materials and designs. As proposals come forward for redevelopment, or alteration of buildings in the conservation area, the design guide issued with this appraisal should be used to inform decision taking.

6.10 Regrettably, most of the original windows and doors to historic buildings within the conservation area have been lost, and have frequently been exchanged for uPVC or historically inaccurate replacements.

6.11 Adur has produced generic design guidance for residential extensions and alterations within the district <https://www.adur-worthing.gov.uk/media/Media,98785,smxx.pdf>. This should be read in

conjunction with a Design Guide recommended for publication to complement this suite of character appraisals.

New development within the setting of the conservation area

The setting of the conservation area is sensitive to change. Significant development of the areas indicated on the map at page 4 should be resisted to conserve the character and appearance of the Old Shoreham Conservation Area.

- 6.12 The historic Shoreham airfield provides an important green landscape context to the historic settlement of Old Shoreham, and is important to the setting of the grade II* listed toll bridge, and the grade I listed church. Incremental development of this land would erode the landscape setting of these individual heritage assets, and the designated conservation area in which they are located.
- 6.13 Consideration should be given to the provision of greater protection to Shoreham Airfield. Initially, this should be through recognition of it as a part of the setting of the Old Shoreham Conservation Area but there may also be scope for it to be designated as a conservation area in its own right, or recognised as a non-designated heritage asset (historic designed landscape).
- 6.14 The area of land between the east bank of the river Adur and the A283 Steyning Road north-west of St Nicholas church provides a green landscape buffer which is important to the appreciation of Old Shoreham as an historic rural settlement. Development of this land would have significant implications for the setting of Old Shoreham both in long views from higher ground and near views along the riverside walks.



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- 1.0 Kingston Buci Conservation Area, an overview
- 2.0 Historical development
- 3.0 Built and landscape character
- 4.0 Setting and views
- 5.0 Assessment of condition
- 6.0 Management recommendations

Kingston Buci Summary of Significance

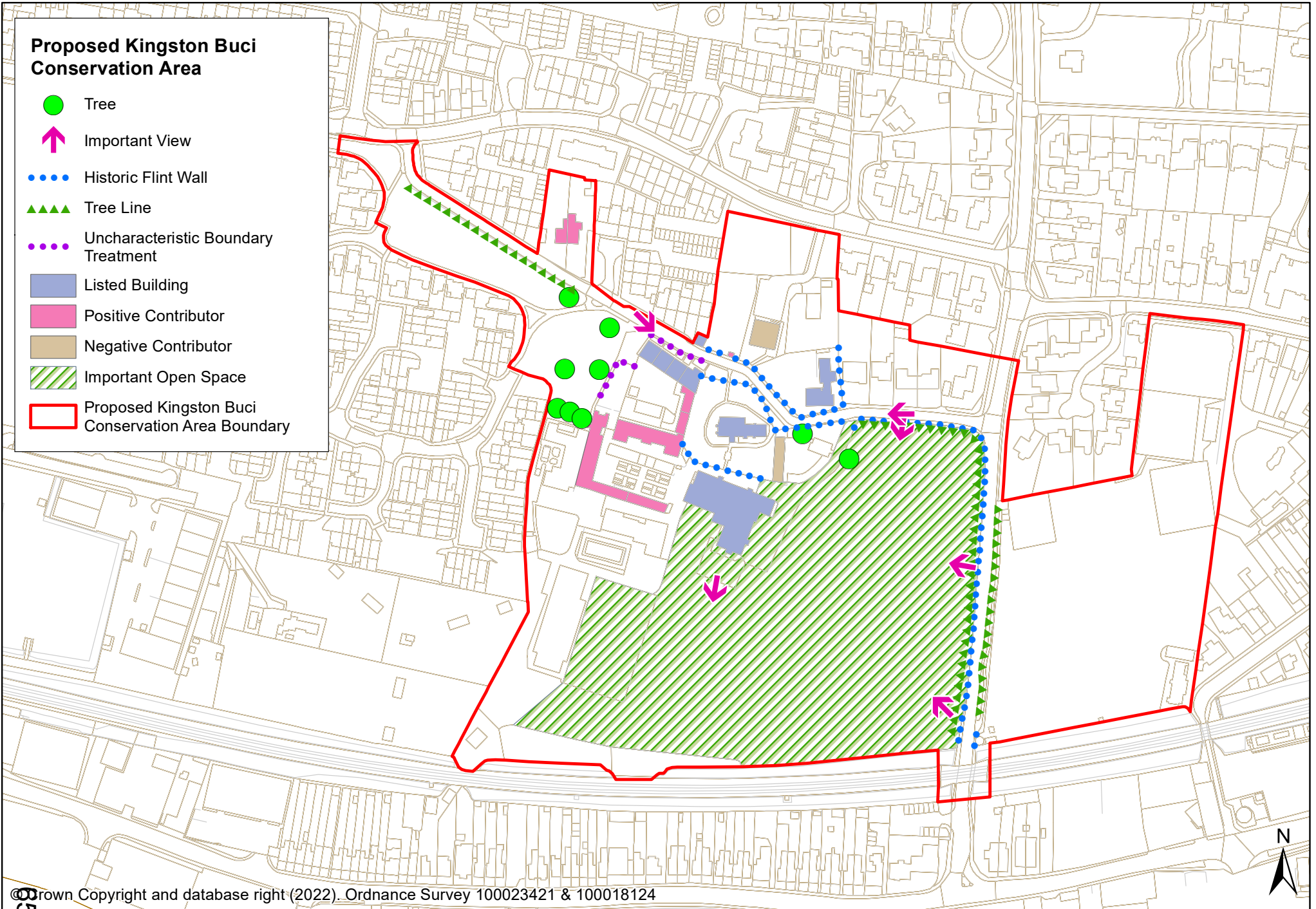
There is evidence of permanent settlement in the area with Bronze Age and Roman remains recorded in the northern part of the parish on the lower Downland slopes. The Anglo-Saxon estate was located on the alluvial coastal plains near the present-day church.

After the conquest the manor at Kingston was held by William de Braose of Bramber. It was tenanted in the 14th century by the de Boucey family, from where Kingston Buci takes its name. The manor house that stands at the centre of this compact conservation area today dates from the 16th century, but is outwardly 18th century with an attractive 'Georgian' south front. The manor and its associated farmstead (now Shoreham College), the 11th century St Julian's Church and the Old Rectory comprise the heart of this small conservation area, along with the remnant undeveloped manorial land south and east of the manor house.

Also included within the conservation area is the 19th century croquet and lawn tennis club east of Kingston Lane. It is included for the contribution it makes to the setting of the listed buildings in the conservation area; but also for representing the 19th century economic and social growth of Kingston brought about by the creation of a permanent harbour here in 1821. The land south of the railway line, and as far as the harbour entrance retains a number of historic buildings and structures representative of the maritime history of Kingston, and Adur more widely.

1.0 Kingston Buci Conservation Area: An Overview

- 1.1 Kingston was a small parish east of the harbour at Old Shoreham some five miles west of Brighton and derives its historic name Kingston Buci from the de Boucey family who were tenants during the 14th and 15th centuries.
- 1.2 The historic settlement of Kingston Buci was larger in the Middle Ages than in the 18th and early 19th centuries, as houses built south of the church were lost to the sea by the 17th century. The subsequent growth of Kingston is due to the construction of the harbour at Kingston which opened in 1821, and the arrival of the railway in 1840. The terraces south of the railway line appeared in the mid 19th century housing the population working on the shipbuilding, timber and scrap metal yards here. Further population growth in the early 20th century is attributed to the opening in 1901 of the new union Steyning workhouse (later Southlands Hospital).
- 1.3 The parish of Kingston Buci was principally on the alluvial coastal plains, but did in the Middle Ages stretch to the lower chalk downland slopes north of Old Shoreham Road. Its southern boundary was marked by the course of the Adur, which altered over time with the creation of the harbour.
- 1.4 The Kingston Buci Conservation Area boundary is shown on the map on page 3. It is a small area, centred on the historic manor, church and rectory, and revisions to the boundary proposed here include the removal of land south west of Shoreham College and immediately north of the railway line, which is now used as a transmitter station. It is also proposed to remove some modern housing along Rectory Road and at Spinnals Grove east of Kingston Lane.



Proposed Kingston Buci Conservation Area

- Tree
- ↑ Important View
- Historic Flint Wall
- ▲▲▲ Tree Line
- Uncharacteristic Boundary Treatment
- Listed Building
- Positive Contributor
- Negative Contributor
- Important Open Space
- Proposed Kingston Buci Conservation Area Boundary

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2.0 Historical Development

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Early History and Manors

- 2.1 A settlement is recorded west of Kingston Lane and south of Old Shoreham Road from the 2nd Millennium BC. An Early Bronze Age vessel was located and a Roman well containing Roman pottery and human remains.
- 2.2 The church further south dates from the 11th century, and the Saxon settlement was presumably in this area close to the shore. The Manor belonged to Harold, and after the Conquest was controlled by William de Braose of Bramber, who also controlled the manors of neighbouring Sompting and Lancing. The de Boucey family were tenants of the manor from the 12th -14th centuries and it is from this family that Kingston Buci derives its name. In 1356 the manor was sold out of the family passing to Sir William Fyfield, and then on to various families eventually coming to the Gorrige family with whom it stayed until the sale of the land and manor for school use in the early 20th century.
- 2.3 The manor-house, later called Kingston House, was recorded as part of the Fyfield's' estate in 1361. The 16th-century house was probably in the position of the western range of the present main building, but repeated alterations have obscured its plan. A northern addition has a hammer-beam roof of three bays which may be of the early 17th century and at least part of the eastern range could be of similar date. Both ranges of the house were refitted and possibly extended southwards in the early 18th century, and there was some refacing in the early 19th century.
- 2.4 A number of other estates are recorded in Kingston during the Middle Ages, but it seems that the freehold of most of these smaller manors were consolidated by the 16th century.
- 2.5 A church was recorded in 1086. St. Julian's Church is a three-cell church without transepts of 11th century origins. Its appearance today is principally 13th and 14th century with an 11th century font and 15th century screen and monument bearing the Lewknor coat of arms, after the family which held the manor in the 16th century.

Economy

- 2.6 As throughout Adur, historically much of the land was in agricultural use, either for sheep pasture, or arable land with crops of wheat, barley, turnips or rape. Several malshouses in the area are also documented, including one within the farm buildings belonging to the manor house in 1810. The market garden industry emerged in the 19th century and much of the land in the north part of the parish was used for nurseries and orchards in the late 19th and early 20th centuries.
- 2.7 The port itself was not established until 1821. Prior to this the morphology of Adur was in a constant state of change shaped by the gradual eastward drift of shingle along the coast which infilled inlets between Broadwater and Sompting, and between Lancing and Shoreham. The gradual silting up of the estuary, along with the loss of land in the south of the parishes precipitated efforts to establish a permanent harbour south of Kingston. In 1760, a bill was passed to create a new cut through the spit south of Kingston, but this too was compromised after severe storms just a few years later.
- 2.8 The new entrance was consolidated with jetties and groynes to stabilise the shoreline. The salt marshes south of Kingston and Southwick were also farmed extensively for oysters in the 19th century, and in 1869 a fishing fleet of 295 employed 740 men and 89 boys.
- 2.9 The new permanent harbour, supplemented in the 1850s with a lock and tidal canal facilitated use of the harbour as a cargo port, a use that persists today.

Rapid growth of the 19th and 20th centuries

- 2.10 The map below is an extract of the 1845 tithe that shows the compact settlement of Kingston centred on the Manor, Rectory and Church with the surrounding farm buildings, some of which survive today. The railway has by this time been installed, and the new Brighton Road runs south of this, with some of the early buildings associated with the port constructed and the 'low' lighthouse on the promontory.

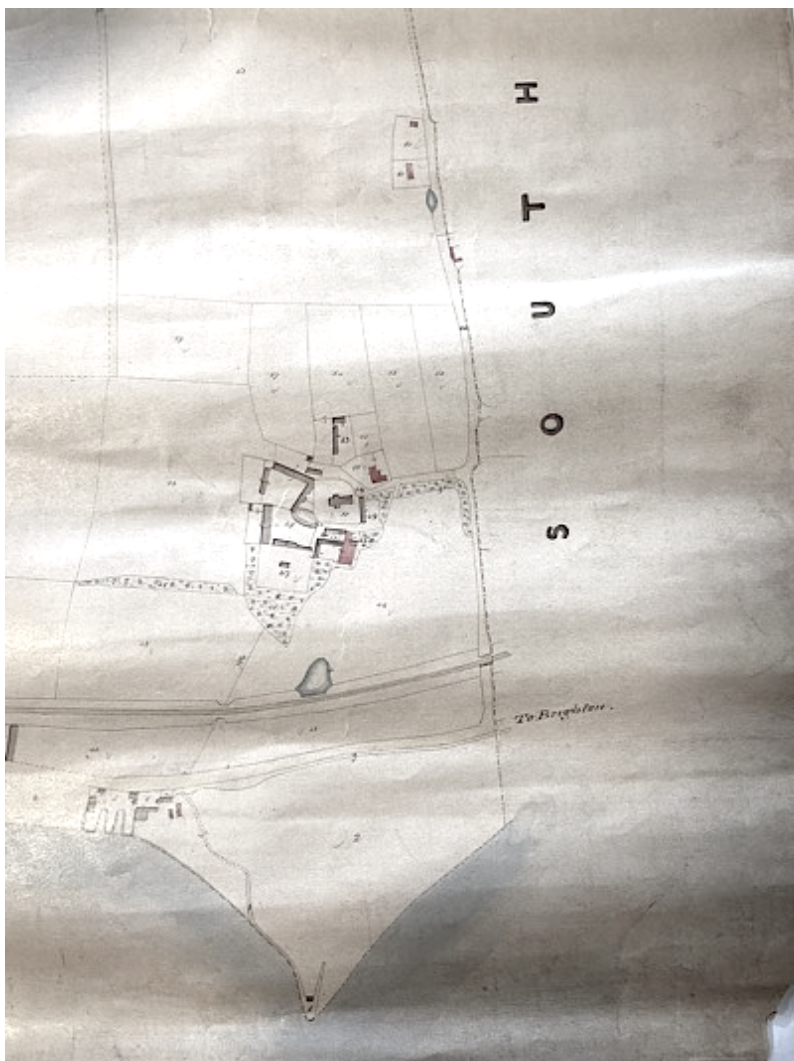


Fig 1: Kingston by Sea Tithe Map, 1845

2.11 Kingston grew rapidly from the second half of the 19th century fuelled by the industries supported by the new harbour. The 1873 OS Map indicates shipbuilding yards, scrap metal yards and sawing mills south west of the manor. The customs house (still extant) and lifeboat station had also emerged by the late 19th century and the housing on the north side of Brighton Road was built by the very early years of the 20th century. Social infrastructure to support the new populations was also built by this time

including the rowing club, a chapel and school on Brighton Road and the croquet lawns on the east side of Kingston Lane.

2.12 The setting of the historic manor of Kingston Buci itself remained largely unchanged until the post-war years when significant new housing was developed north, east and west of the manor, as shown in the OS map series below.



Fig 2: OS Maps of 1873 (top) and 1909 (bottom)

3.0 Built and Landscape Character

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Landscape context

- 3.1 Historically, Kingston was a manorial estate sitting in extensive fields used for arable farming or sheep pasture. To the north, the parish extended to the lower downland slopes north of Old Shoreham Road, and swept south of the manor towards the alluvial coastal plains and salt marshes.
- 3.2 Kingston Buci today sits in a principally suburban context. The open playing fields south of the old manor, now Shoreham College, provide some sense of the now lost rural context, however main roads surrounding the conservation area including Brighton Road and Kingston Lane are very busy and the modern housing estates along St Julian's Lane and west of Shoreham College detract from the setting of the conservation area, and the legibility of Kingston Buci as an ancient rural settlement.
- 3.3 The conservation area itself is somewhat divorced from the seafront, with only glimpses towards the 'high' lighthouse on the south side of Brighton Road possible across the playing fields, and the sea itself not visible until the near approaches from Kingston Lane. However, the nearness of the shoreline connects the earlier agricultural origins of Kingston with the later maritime industries of the 19th century. It is believed that earlier houses from the medieval period may have succumbed to the sea resulting from the constantly changing coastline at Shoreham.
- 3.4 The sense of the historic settlement is best evoked in views across the playing fields towards Shoreham College and St Julian's Church, and in nearer approaches to the college and church along St Julian's Lane from the east.



Fig 3: Historic (undated) photograph of view from Kingston Lane south towards St Julian's Church



Fig 4: View towards the historic core of Kingston from south-east

Spatial analysis

- 3.5 Open space is an important characteristic of the Kingston Conservation Area and most of the land in the conservation area is green space, associated with the playing fields of Shoreham College; the churchyard and separate burial ground on St Julian's Lane; the area of land on the south side of St Julian's Lane beyond the tithe barn and the croquet and tennis lawns on the east side of Kingston Lane.



Fig 5: Open spaces of burial ground (top left), churchyard (top right), Shoreham College playing fields (bottom left), croquet lawns (bottom right)

- 3.6 These open spaces surround the historic core of the village which comprises the church, rectory and old manor and its supporting agricultural buildings, now in school or residential use. The conservation area is therefore in character a compact historic settlement comprising a small number of historic buildings. Later development tends to be larger in scale, such as the detached houses at the east end of St Julian's Lane, and the infill school buildings within the site of Shoreham College.
- 3.7 St Julian's church tower terminates the view along St Julian's Lane flanked by the Old Rectory and a modest lodge building belonging to the school, before gently curving away to the northwest providing a pleasant unfolding view of these buildings, and the churchyard, tithe barn and graveyard with its attractive lychgate beyond. Mature trees and flint walls of various heights make an important contribution to the character of the conservation area here.



Fig 6: View towards church and rectory from St Julian's Lane

- 3.8 The principal building of Shoreham College was the old manor house. It is approached from a drive off St Julian's Lane and is preceded by a small Lodge, unsympathetically altered, and an attractive mature tree before opening onto the long east front of the old manor. The oldest part of the grade II listed building is in fact at the southern end, and the building was subsequently elongated to the north creating the long east face now seen

across the playing fields. Modern buildings are now attached to the west of this building.

3.9 A series of long buildings orientated in an east-west direction sit north and west of the listed building. Some of these are in school use and the tithe barn on St Julian's Lane and the former stables attached to its south east end are in residential use. A further slate roofed barn on a north-south alignment, itself extended to the west encloses the west edge of the school site. A large modern sports hall is situated south west of the old manor house. These buildings are now part of the school site, and their character and condition correspond to their modern-day use, but the alignment of buildings is still recognisable from early 19th century arrangements.

3.10 The tithe barn with its long front and low eaves sits along St Julian's Lane and this and the ruinous dovecote opposite demarcate the western extent of the historic group. Thereafter modern housing is set further back from the road on the north side of St Julian's Lane and on the south side is an area of open space providing a green buffer between modern housing and Shoreham College.

3.11 The area east of Kingston Lane comprises the open spaces associated with the historic croquet and lawn tennis club. It provides a further sense of openness beyond the tree lined edge of the Shoreham College playing fields and evokes a rural context in approaches to the conservation area from the south. There are a number of modern detached houses along the north side of St Julian's Lane at its east end. These are of an appropriate scale for the conservation area, built in varying styles and materials.

Architectural interest and built character

3.12 The conservation area is made up of just a few historic buildings, the best of which are listed. The church is a grade I listed building, while the old manor, rectory, dovecote and tithe barn are all designated grade II. Most of the listed buildings are multi-phased buildings in various uses and of mixed status and so there is therefore no common architectural style, but they are unified in their representation of an intact historic group of church, rectory, manor and farm.



Fig 7: Sketch of Kingston Manor, late 18th century



Fig 8: Historic image of the manor house, c. 1920



Fig 9: St Julian's Church and south front of Shoreham College



Fig 10: Old Rectory

- 3.13 The church is a prominent building in the conservation area, terminating a view along St Julian's Road with an attractive reticulated tracery east window in front of the pyramidal tower. The absence of transepts allows a view along the north wall of the 11th century building into the shaded churchyard beyond. The Old Rectory opposite it is a characterful vernacular building of early 18th century origins with a later crosswing to

the west and single storey ranges at the north-east end of the building which can be seen in views from the north-west back along St Julian's Lane.

- 3.14 The old manor is a much-enlarged building, and outwardly has an 18th century appearance with an ordered south front of two storeys plus attic level with end stacks and a central doorcase. The long east front is mostly later, and is seen in views along Kingston Lane across the playing fields. It is now used as the main entrance to the school.



Fig 11: Former agricultural buildings associated with the manor house

- 3.15 The former agricultural buildings of the farmstead are now much altered. Only the tithe barn and the ruinous dovecote are listed. The barn has 17th century origins but has been subdivided and is now in residential use. The flint remains of the dovecote are likely to date from the 18th century. Within the grounds of Shoreham College, barns of early 19th century date have been converted to school use.
- 3.16 There are a variety of window styles among the historic buildings including the use of sashes at the old manor house, casements at the Old Rectory and various modern windows in former agricultural buildings elsewhere.

Building Materials

There is little evidence of timber framing from the external elevations of historic buildings in the conservation area, although some timber framing is likely to be concealed in parts of the Old Rectory, tithe barn and possibly the manor house. The most commonly found broken flints are known as field flints, and would have been ploughed up for use in buildings. In higher status buildings there are examples of knapped and coursed flints. Flints are used extensively in both buildings and boundary walls, as intact cobbles or field flints; the south front of the manor is of knapped and coursed flints.

- 3.18 The church, manor, rectory and most of the former agricultural buildings all have flint walls, dressed either with brick (as at the Old Rectory) or stone (Shoreham College and the church). The Old Rectory has a substantial roof of Horsham slab stone, found throughout West Sussex, although uncommon in Adur. Elsewhere roofs are covered in tiles or slate. Modern housing within the setting of the conservation area is mostly brick, and uncharacteristic of the local vernacular materials.



Fig 12: Flint rubblestone and Hythe stone dressings



Fig 13: Flint walls, flint buildings with brick dressings and tiled roofs



Fig 14: Knapped and coursed flint, slate roof

Boundaries and streetscape

- 3.19 In common with many of the historic villages in Adur, the unifying feature of Kingston Buci is the flint walls which line the roads and mark old field boundaries. These now vary in age, height, quality and intactness but nevertheless serve to define the extent of the historic settlement. Most of these walls are built of coursed cobbled flints, while others are made of broken flints laid in a more random arrangement. Older walls tend to be taller, bonded with granular lime mortars, while the more modern walls are generally lower, with brick dressings and cement mortars.
- 3.20 Roads and pavements throughout Kingston are in modern tarmac, and there is no historic street paving. The north west end of St Julian's Lane is marred by inappropriately sited telecommunications infrastructure, while outside the church road markings for the school are harmful to the character of the conservation area.

Heritage Assets

- 3.21 Heritage assets are commonly considered to be buildings or structures, monuments, places or landscapes that have sufficient significance to warrant consideration in the planning process. They include designated assets such as scheduled monuments, conservation areas and listed buildings; and non-designated assets such as locally listed buildings. Conservation Area Appraisals provide an opportunity for local planning authorities to also identify unlisted buildings that contribute positively to the character or appearance of the conservation area. Similarly, appraisals can also identify buildings or spaces that detract from the character or appearance of the conservation area, usually because of inappropriate scale, poor design or incongruous materials; or because a space is poorly managed or maintained.
- 3.22 Those buildings that have been identified as positive contributors within Kingston Buci are identified on the map on page 3. In general, positive contributors have a degree of architectural and historic integrity, which may be derived from a street-facing elevation, or from another viewpoint; and they therefore illustrate an important part of the history of Kingston. The images below show some of the buildings that contribute positively to the conservation area. Most of the flint boundary walls should similarly be considered to contribute positively to the character and appearance of the Kingston Buci Conservation Area.



Fig 15: Lych gate to burial ground (left) and 19th century cottages on St Julian's Lane (right)



Fig 16: Former agricultural buildings west and northwest of Shoreham College

Open Spaces

- 3.23 As set out above, Kingston Buci is a conservation area mostly comprising open spaces. These open spaces make an important contribution to the character of the conservation area by providing landscape context to the historic buildings that sit within them and for providing attractive views of heritage assets.
- 3.24 The most important open space is that east and south of Shoreham College. Now playing fields, this is land that would once have formed part of the grounds of the manor, initially for farming, and later possibly as pleasure grounds. Today, the fields provide an attractive foil to the manor house and church and the views across the fields are unimpeded by significant enclosure (beyond the low flint walls and permeable tree line on the east edge. A stronger tree line to the south encloses the field and screens the railway line and housing beyond.
- 3.25 The churchyard and burial ground provide two further intimate open spaces off St Julian's Lane. The attractive lych gate to the burial ground invites exploration of the space, which is a quiet sanctuary, enclosed by mature trees and the backs of private houses and gardens. The churchyard wraps around the church and is a quiet shady area, bounded to the south by a tall flint wall with an opening directly into the Shoreham College site.
- 3.26 The strip of land on the south-west side of St Julian's Lane has a more municipal feel to it but it nevertheless serves to provide a buffer between modern housing and the historic core of the conservation area.
- 3.27 The croquet and lawn tennis club is a further open space east of Kingston Lane. This has an historic association with the 19th century development of the village, providing recreation to the newly settled populations working in the maritime industries. It also provides a sense of the once rural context enjoyed here and is included in the conservation area for these reasons.
- 3.28 Finally, outside of the conservation area is the significant open space of Kingston Beach. Defined at the western edge by the old customs house and lifeboat station, the beach is a well-used public space, the landmark lighthouse, providing an interesting landmark and the port creating interest

in its constant activity. The shoreline is not visible from within the conservation area, with only glimpsed views possible to the lighthouse from around Shoreham College's playing fields.

- 3.29 It is proposed to remove a further open space south-west of the college grounds from the conservation area because of the poor contribution it makes to the character and appearance of the conservation area.

Detracting elements

- 3.30 The review of this conservation area has identified a number of buildings and areas that make no positive contribution to the character or appearance of the conservation area, and they have therefore been proposed for removal in the recommendations below. These areas include the open space north of the railway line and west of Shoreham College's Sports building, the modern housing on the north west side of St Julian's Lane and the modern housing at Spinnals Grove east of Kingston Lane.

- 3.31 The land south west of Shoreham College is used a transmitter station and is poor quality open space with the substantial transmitter mast in its centre, along with transmitter infrastructure and shelters for grazing animals. It is bounded by high wire fences and parking courts belonging to modern residential housing. There are some historic flint boundary walls on the western edge of this site, likely to date from the 19th century, but their presence is not considered adequate to warrant continued inclusion of the space within the conservation area.

- 3.32 It is proposed to remove modern terraced housing on the north side of St Julian's Lane west of the church. These houses, while of a scale appropriate to the conservation area, are part of a much more extensive modern housing development north of St Julian's Lane and Rectory Road. The modern housing, in a mock Georgian style, makes little contribution to the character of the post medieval estate associated with the old manor house, and it is therefore proposed for exclusion here.

- 3.33 Finally it is proposed to remove from the conservation area the modern housing at Spinnals Grove east of Kingston Lane. These buildings were developed on previously open land shortly after the conservation area was originally designated. However, this review concludes that it as an inward

facing cul-de-sac behind a modern flint wall, it makes little contribution to the character or appearance of the conservation area, which is designated principally for its ancient manorial connections. The open land to the south currently used as croquet and tennis lawns is retained within the conservation area boundary, because of its age and historic association with the 19th and 20th century growth of Kingston, and because of the contribution the open space makes in views within the conservation area.



Fig 17: Transmitter station

- 3.34 Two further buildings have been identified as negative contributors to the conservation area: the church room on St Julian's Lane opposite the church and a building belonging to Shoreham College immediately southeast of the church. Both are utilitarian structures with flat roofs. While neither has a great streetscape presence, because they are set back well from the road and are single storey, neither is of high-quality design or materials.



Fig 18: Modern housing on St Julian's Lane



Fig 19: Modern housing at Spinnals Grove



Fig 20: Negative contributor south of the church within Shoreham College site



Fig 21: Church room

4.0 Setting and Views

4.1 Much of the setting of the conservation area has been developed since the second half of the 20th century as indicated on the historic maps in Fig 2. The playing fields belonging to Shoreham College remain the only surviving green space that relates directly to the old manor house, and its importance is recognised in the map at page 3.

Kingston Beach

4.2 The Kingston Buci Conservation Area is designated principally for the medieval and post medieval associations with the old manor of Kingston Buci, however the settlement experienced considerable growth from the early 19th century, because of the establishment of the permanent harbour south of the manor.

4.3 This 19th century layer of history is therefore important to the overall story of the development of Kingston, and there are a good number of buildings south of the conservation area that reveal the maritime history of Kingston. Consideration was given to the inclusion of 'Kingston Beach' as a distinct character area within the Kingston Buci Conservation Area, but it is considered that there has been too great a level of erosion to the integrity of the buildings and spaces along Brighton Road to merit statutory designation.

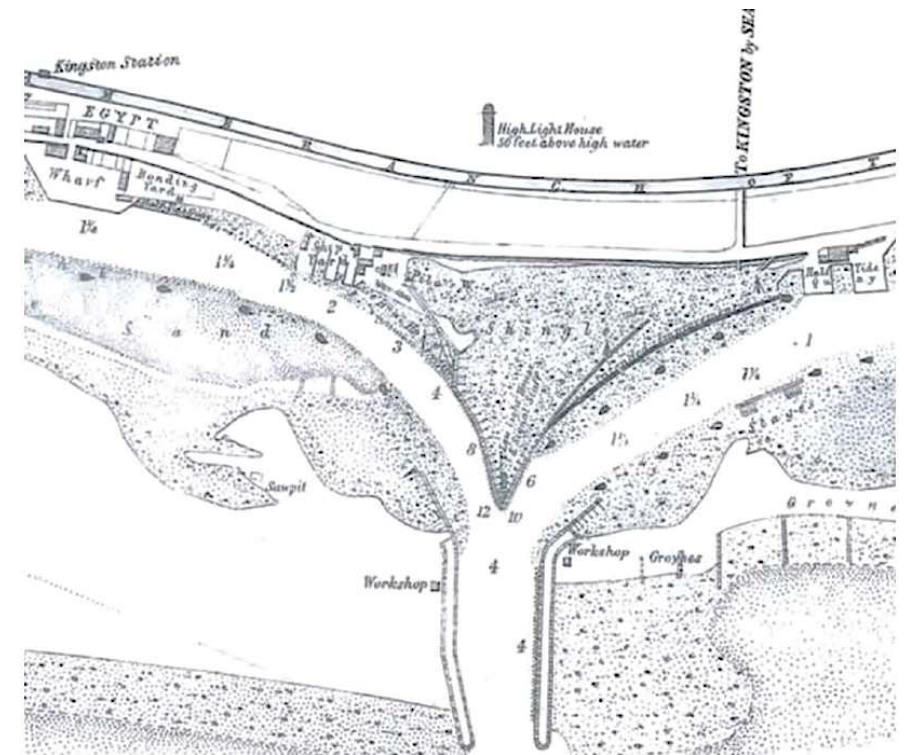


Fig 23: OS Map showing earlier location of the 'high' lighthouse



4.4 There is nevertheless an interesting and varied piece of historic townscape at Kingston Beach including the port itself, the Napoleonic defences at Shoreham Fort (now a scheduled monument), the grade II listed 'high' lighthouse and a number of unlisted buildings including the old Customs House, a former Mission Chapel of Kingston Church, and the terraces of houses on the north side of Brighton Road. These buildings contribute to the understanding of the 19th and 20th century development of this part of Adur, and to some extent to the significance of the conservation area which includes the buildings that preceded these activities.



Fig 24: Aerial photograph of Shoreham Port, c1930, Shoreham Fort west of the harbour mouth

- 4.5 This area has been assessed for possible inclusion within the conservation area, but the buildings are in general too greatly altered to merit inclusion as part of the conservation area. There are however some interesting extant historic buildings in this area. One of the recommendations of this appraisal is that development proposals at Kingston Beach, either individually or as part of the wider Shoreham Harbour Regeneration Area scheme are considered in the context of the historic development of this part of Kingston, and that individual buildings of interest are considered for local listing.



Fig 25: Historic townscape at Kingston Beach

Views

- 4.6 Important views within the revised conservation area boundary are identified on the map at page 3. Two of these are local townscape views east and west along St Julian's Lane close to the group of listed historic buildings comprising the church, rectory, manor, tithe barn and ruinous dovecote. The gentle kink in St Julian's Lane provides a short journey through the heart of the conservation area where all these buildings and their many layers of history can be appreciated in the verdant shady context provided by mature trees along St Julian's Lane.



Fig 26: Townscape views along St Julian's Lane from the west



Fig 27: Unfolding view of core of conservation area in approach from the east along St Julian's Lane

- 4.7 Further local views are generated along St Julian's Lane where the low wall and permeable gate to the churchyard and the lychgate to the burial ground opposite invite exploration of the green spaces.
- 4.8 The other views of note are the oblique views looking north-west from Kingston Lane towards Shoreham College. The low flint walls that enclose the playing fields are punctuated with mature trees providing glimpses

through to the listed building and church tower beyond. The walk along Kingston Lane still evokes something of the rural character that persisted here until the mid-19th century with open spaces visible east and west beyond mature trees and hedges, and the characteristic flint walls.



Fig 28: View towards Shoreham College from Kingston Lane



Fig 29: View looking north along Kingston Lane from Ashcroft House, north of the conservation area



Fig 30: Present day views along Kingston Lane

5.0 Assessment of condition

- 5.1 The condition of the conservation area is variable. Certainly, the open space that now accommodates the transmitter station is very degraded, and there is little justification for retaining it within the conservation area. Similarly, previous inclusions of modern housing are now proposed for removal, because of the low contribution they make to the significance of the conservation area.
- 5.2 Shoreham College is responsible for the management of the majority of the land and buildings within the conservation area. The site is in general well maintained, although inevitably some of the modern development that has occurred is harmful to the significance of the listed manor house as derived from both the building itself and its setting. Nevertheless, the important views across the playing fields are maintained by the absence of significant boundary treatments, and the historic buildings are in active use with regular maintenance. There would be benefit in the school undertaking a Conservation Management Plan to guide future development needs at the school, and conserve appropriately the listed and curtilage listed buildings on the school's estate.



Fig 31: Disproportionate additions and inappropriate alterations to historic buildings

5.3 Elsewhere in the conservation area, the following issues have been identified:

- The north-west end of St Julian's Lane presents a poor arrival to the conservation area with poorly maintained road and pedestrian surfaces, ill-sited telecommunication boxes and bins. Similarly, the poor quality and condition of bollards and bins within the green buffer on the south-west side of St Julian's Lane detracts from enjoyment of the open space, and opportunities should be taken to upgrade and improve these elements.
- The parking compound of Shoreham College adjacent to the tithe barn detracts considerably from the appearance of the conservation area and the setting of the grade II listed barn.
- The conversion of some former agricultural buildings has eroded their original character
- The boundary treatment to the lawn tennis club is uncharacteristic close-boarded timber fencing and leylandii hedges.



Fig 32: poor quality street furniture and surfaces along St Julian's Lane



Fig 33: Domestic character of barn and setting

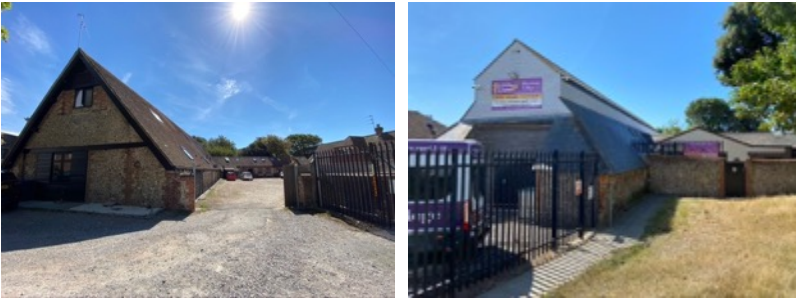


Fig 34: Railings to parking area at Shoreham College detracts from conservation area and listed barn

6.0 Management Plan

6.1 The overall character of the conservation area is compromised by the cumulative effects of the issues outlined above. The following is a set of recommendations to improve the future management of the conservation area.

Boundary changes

It is recommended that the proposed omissions from the conservation area are adopted to reflect the limited contribution that modern buildings and poorly maintained spaces make to the character or appearance of the Kingston Buci Conservation Area.

6.2 The site of the radio telecommunications mast is on land that was previously owned by the Southern Railway. The southern and western boundaries retain some historic flint walling, but the open space itself is in poor condition, and bounded by high security fences and parking courts. It makes no visual contribution to the conservation area and should be removed.

6.3 Modern housing along St Julian's Lane is part of a wider housing development to the north. In a mock Georgian style, it bears no relation to the vernacular buildings in this part of the conservation area. While the scale is appropriate and individual plots are well maintained, it is difficult to justify their inclusion in the conservation area when they clearly relate to a distinct phase of redevelopment in Kingston. Spinalls Grove is proposed for removal for similar reasons.

Article 4 Directions

6.4 Minor developments such as domestic alterations and extensions can normally be carried out without planning permission under the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (GPDO). Article 4 of the GPDO gives local planning

authorities the power to limit these 'permitted development rights' where they consider it necessary to protect local amenity or the wellbeing of the area. An Article 4 Direction is therefore a tool available to a local authority to allow greater control over the types of changes that can cumulatively erode the historic character of a conservation area, for example loss of traditional windows or boundary treatments.

Imposition of an Article 4 should be considered to allow additional planning controls for any works fronting a highway or public right of way and which would involve:

- Any alteration to a roof including roof coverings, rooflights and solar panels.
- Building a porch.
- Enlargement, improvement or alteration such as an extension, removal or changes to architectural features.
- The provision of a hard surface.
- The erection, construction, improvement or alteration (including demolition) of a fence, gate, wall or other means of enclosure.
- Removing totally or partially walls, gates, fences or other means of enclosure.
- Exterior painting of previously unpainted surfaces or changes of external colour schemes, or covering walls by render or like finishes.

And the following whether or not it fronts a highway or open space:

- Removing or altering chimneys.

The scope of the Article 4 proposed here does not include further controls affecting windows and doors, because there are few residential properties in the conservation area, and because those that do remain are predominantly modern. However, there is merit in using this planning tool to control other aspects of development, in combination with the use of a Design Guide (to be developed), which could set out advice for homeowners about appropriate alterations, which might over time reverse some of the more harmful alterations.

- 6.6 Elsewhere, planning and listed building legislation will allow alterations to the school buildings and listed buildings to be carefully controlled. In the small number of unlisted historic buildings elsewhere in the conservation area, it is proposed that the Design Guide accompanying this appraisal is used to provide advice to homeowners about making appropriate and considered alterations.

Infrastructure and public realm

Public realm improvements should be informed by an understanding of the significance of the conservation area, and respect the character and appearance of historic Kingston Buci.

- 6.7 The conservation area would benefit from a holistic approach to installation of or alteration to road, street, telecommunications and lighting infrastructure. All relevant authorities should be reminded of the designation status to encourage a more thoughtful approach to installation of signage, street markings, telephone and broadband boxes, litter bins and road surfaces. Historic England's Guidance 'Streets for All' provides a framework for managing change to the public realm in historic areas: <https://historicengland.org.uk/images-books/publications/streets-for-all/heag149-sfa-national/>

Public awareness

Local residents and Shoreham College should be made aware of the designation of the village as a conservation area, and what it means for development and change to their properties. If appropriate, the local planning authority should engage with Shoreham College about creating a Conservation Management Plan to guide the future development and activities of the school.

- 6.8 There would be considerable benefit in raising awareness of the conservation area designation and what it means for buildings within Kingston Buci. This could be achieved through circulating this advice to householders and businesses in Kingston Buci, as part of a public consultation process.

New development within the conservation area and alterations to existing buildings in the conservation area

Opportunities to further develop land within the conservation area are limited, and building on remaining open spaces should be resisted. Proposals for new development, and alterations to existing buildings should take into account the heritage values associated with the conservation area as set out in this appraisal. Consideration should be given to the production of a local Design Guide to provide advice about appropriate change within Adur's conservation areas.

- 6.9 Some of the alterations of historic buildings in Kingston have been insensitively executed. Adur has produced generic design guidance for residential extensions and alterations within the district <https://www.adur->

worthing.gov.uk/media/Media,98785,smxx.pdf. This should be read in conjunction with the Design Guide issued with this conservation area character appraisal with regard to development in conservation area.

The setting of the conservation area

Kingston Beach forms part of the setting of the conservation area, and includes within it the interesting designated heritage assets of Shoreham Fort and Kingston Lighthouse. Further non-designated heritage assets have been identified in this area, and their future inclusion on a local list should be considered. Redevelopment of this area should be sensitive to designated and non-designated heritage assets, and their settings, including the setting of the conservation area, as required by existing national and local planning policies.

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Consultation Summary

Kingston Buci and Old Shoreham Conservation Area Character Appraisals and Article 4 Directions

As part of the review of Conservation Areas in Adur, the Council consulted on the following documents:

- Kingston Buci Conservation Area Character Appraisal
- Old Shoreham Conservation Area Character Appraisal
- Article 4 Direction for Kingston Buci Conservation Area
- Article 4 Direction for Old Shoreham Conservation Area

This report summarises the representations received and the Officers' responses.

Conservation Area Character Appraisals

Kingston Buci Conservation Area

The Council received 9 representations. These included:

- written representation from Historic England (statutory consultee)
- written representation from Pegasus Group, on behalf of Arqiva Limited (owner of the transmission mast site)
- 7 representations from local residents

The issues raised in these representations are presented below, along with Officers' responses to these comments.

Special Interest

Question 1:

In general has the draft Character Appraisal adequately identified the Conservation Area's special architectural or historical interest?

- Yes - 4 representations
- No - 0 representations
- Not answered - 5 representations

Question 2:

Do you think the Conservation Area has any other aspects of special interest which should be included in the appraisal?

- Yes - 2 representations
- No - 3 representations
- Not answered - 4 representations

Issues raised and officer response:

Issue	Response
Representations relating to the removal of Spinnals Grove from the Kingston Buci Conservation Area	
Spinnals Grove residents wish to retain restrictions on development.	The setting of the conservation area will be taken into account in assessing relevant applications. There are no vacant sites in Spinnals Grove which would lend themselves to allocation by the local authority.
Conservation Area status is important to buying/selling of properties in Spinnals Grove	The role of conservation area status in buying/selling a property is not a relevant planning consideration.
Conservation Area status protects the natural habitats, wildlife and existing mature trees in Spinnals Grove	There are several individual and group TPOs in the area in question which provide protection to the trees. The Council's Tree Officer has visited the site and does not consider that any further designations are required. Other green areas are private gardens, the management/ design of which conservation area legislation has no control.
Conservation Area status protects Spinnals Grove from overdevelopment	The setting of the conservation area will be taken into account in assessing relevant applications. There are no vacant sites in Spinnals Grove which would lend themselves to allocation by the local authority.
Spinnals Grove has retained its original and intended features since being built in 1988	Local Authorities have a duty to review conservation areas. Designation of the conservation area relates to its special architectural and/or heritage qualities. Conservation Areas should only include buildings/features which have special historic or architectural significance. The inclusion of areas which do not relate to these undermine the purpose.

Character and appearance

Question 3:

In general, has the Appraisal adequately identified the good and the harmful features of the Conservation Areas?

- Yes - 3 representations
- No - 2 representations
- Not answered - 4 representations

Question 4:

Do you think the Conservation Areas have any additional good features which should be identified in the Appraisal?

- Yes - 5 representations
- No - 0 representations
- Not answered - 4 representations

Issues raised and officer response:

Issue	Response
Representations relating to the removal of Spinnals Grove from the Kingston Buci Conservation Area	
Existing trees within Spinnals Grove need protection.	There are several individual and group TPOs in the area in question which provide protection to the trees. The Council's Tree Officer has visited the site and does not consider that any further designations are required.
Removal of Spinnals Grove could result in the future removal of the tennis courts in future	The tennis courts are linked to the wider social club, which is included in the conservation area on the grounds of its contribution to the setting of the conservation area, as well as its role in representing the economic and social growth of Southwick in the nineteenth century.
Conservation Area status means that Spinnals Grove remains a well maintained residential cul-de-sac	The area is indeed well maintained but this does not have a direct relationship with the conservation area designation.
Other representations:	
The conservation area should be widened to protect the natural habitat and wildlife within the whole Southwick area including Kingston Buci.	Comments noted. However conservation area legislation and policy relates to the historic built environment, rather than natural habitat and wildlife. A conservation area already exists for Southwick Green.

Boundary changes

Question 5:

Do you agree with the proposed boundary changes?

- Yes - 0 representations
- No - 4 representations
- Not answered - 5 representations

Issues raised and officer response:

Issue	Response
Representations relating to the removal of Spinnals Grove from the Kingston Buci Conservation Area	
Any changes to the boundaries will inevitably lead to future planning applications to the detriment of the Kingston Buci area.	The setting of the conservation area will be taken into account in assessing relevant applications.
Existing trees within Spinnals Grove need protection.	There are several individual and group TPOs in the area in question which provide protection to the trees. The Council's Tree Officer has visited the site and does not consider that any further designations are required.
Spinnals Grove has retained its original and intended features since being built in 1988	Local Authorities have a duty to review conservation areas. Designation of the conservation area relates to its special architectural and/or heritage qualities. Conservation Areas should only include buildings/features which have special historic or architectural significance. The inclusion of areas which do not relate to these undermine the purpose.
Conservation Area status is important to buying/selling of properties in Spinnals Grove	The role of conservation area status in buying/selling a property is not a relevant planning consideration.
Conservation Area status protects Spinnals Grove from overdevelopment	The setting of the conservation area will be taken into account in assessing relevant applications. There are no vacant sites in Spinnals Grove which would lend themselves to allocation by the local authority.
Spinnals Grove would become an anomaly in the retained conservation area	The character of Spinnals Grove does not relate to the dominant special architectural / historic character of the conservation area as a whole.

Conservation Area management

Question 6:

Do you agree with the management proposals set out in the draft Character Appraisal?

- Yes - 2 representations
- No - 2 representations
- Not answered - 5 representations

Question 7:

Are there any other actions that you consider are needed to preserve or enhance the conservation area?

- Yes - 1 representation
- No - 2 representations
- Not answered - 6 representations

Issues raised and officer response:

Issue	Response
Representations relating to the removal of Spinnals Grove from the Kingston Buci Conservation Area	
Extend the Conservation Area to embrace a wider area of Southwick including the Green and surrounding roads.	There is already a Southwick Green conservation area, designated in 1976. Development outside a conservation area must take into account the setting of that conservation area, as a material consideration.

Written representations

Issues raised and officer response:

Issue	Response
Representations from residents	
Objection to the removal of Spinnals Grove from the Conservation Area	Removal is proposed because the character of Spinnals Grove does not relate to the dominant special architectural / historic character of the conservation area as a whole.
Objection to removal of bollards and bins at St Julian's Lane as these prevent traveller incursion.	To clarify, the appraisal does not suggest removal of bollards and bins, but that they would benefit from upgrading.
Objection to description of the conversion of Kingston Barn	References to the barn have been amended.

Issue	Response
Representation from Historic England	
Suggestion that the appraisal include an introductory section setting out the purpose of the designation; legislation and policy context, appraisal methodology and public consultation.	Comments noted. This information is provided in a separate document titled Adur Conservation Area Character Appraisal Review 2020 which was published alongside the draft appraisals.
Support for comments regarding setting and views at Kingston Beach (which is outside the conservation area)	Comments noted.
Support for inclusion of important views, and buildings that make a positive or negative contribution to the character of the conservation area.	Comments noted
Support for the proposals in the management plan	Comments noted
Support for the making of an Article 4 Direction	Comments noted
Representation from Pegasus Group on behalf of Arqiva Limited	
Support for the removal of the transmitter mast site from the Conservation Area	Support noted.

Old Shoreham Conservation Area

The Council received 5 representations. These included:

- 1 written representation from Historic England (statutory consultee)
- 1 written representation from Cobbetts Developments (owner of land between Steyning Road and the River Adur)
- 1 representation from a local Councillor
- 2 representations from local residents

The issues raised in these representations are presented below, along with Officers responses to these comments.

Special Interest

Question 1:

In general has the draft Character Appraisal adequately identified the Conservation Area's special architectural or historical interest?

- Yes - 3 representations
- No - 0 representations
- Not answered - 2 representations

Question 2:

Do you think the Conservation Area has any other aspects of special interest which should be included in the appraisal?

- Yes - 2 representations
- No - 1 representation
- Not answered - 2 representations

Issues raised and officer response:

Issue	Response
Extension of the conservation area to include parts of Buckingham ward which form the setting for the church and link to the downland landscape in order to prevent the loss of biodiverse road verges to residential driveways and hardstanding.	The land between Steyning Road and the River Adur is identified within the appraisal as an area of open space important to the setting of the conservation area. Land at Mill Hill has been highlighted in the revised document as an area of open space important to the setting of the conservation area. Regarding road verges, it is recognised that there are areas of landscape and biodiversity value. However conservation areas must be designated in relation to heritage matters.
There should be additional focus on Hunters Moon	Comments noted. Reference to Hunters Moon has

Issue	Response
	been expanded
Photographs are out of date	Photographs in the document were taken by the consultant at the time of the appraisal
Comments regarding the Red Lion are out of date	Comments noted. Reference to the Red Lion has been updated.
Support inclusion of the Old Shoreham Tollbridge	Support noted.

Character and appearance

Question 3:

In general, has the Appraisal adequately identified the good and the harmful features of the Conservation Areas?

- Yes - 2 representations
- No - 1 representation
- Not answered - 2 representations

Question 4:

Do you think the Conservation Areas have any additional good features which should be identified in the Appraisal?

- Yes - 1 representation
- No - 2 representations
- Not answered - 2 representations

Issues raised and officer response:

Issue	Response
74 Adur Avenue should be retained within the conservation area as the garden contributes to the streetscape	The conservation area boundary in the vicinity of 74 Adur Avenue has been amended to exclude the house, but the verges remain within the conservation area.
The view identified from the A27 is transient and therefore irrelevant as a view that encapsulated the character of the area.	Comments noted. However it is considered that the view is of value

Boundary changes

Question 5:

Do you agree with the proposed boundary changes?

- Yes - 1 representation
- No - 1 representation
- Not answered - 3 representation

Issues raised and officer response:

Issue	Response
Support inclusion of the Old Shoreham Tollbridge	Support noted
74 Adur Avenue should be retained within the conservation area as the garden contributes to the streetscape	The conservation area boundary in the vicinity of 74 Adur Avenue has been amended to exclude the house, but the verges remain within the conservation area.

Conservation Area management

Question 6:

Do you agree with the management proposals set out in the draft Character Appraisal?

- Yes - 1 representation
- No - 2 representations
- Not answered - 2 representations

Question 7:

Are there any other actions that you consider are needed to preserve or enhance the conservation area?

- Yes - 2 representations
- No - 1 representation
- Not answered - 2 representations

Issues raised and officer response:

Issue	Response
There should be more stringent requirements to improve areas of poor public realm	The appraisal describes areas of poor public realm. However it does not impose requirements to make improvements. However it does highlight opportunities that can be taken when a relevant planning application comes forward or where there are relevant public realm schemes.
74 Adur Avenue should be retained within the	The conservation area boundary in the vicinity of

Issue	Response
conservation area as the garden contributes to the streetscape	74 Adur Avenue has been amended to exclude the house, but the verges remain within the conservation area.
Planning controls should be stronger	The tests for development in conservation areas are set in legislation.
The site between Steyning Road and the River Adur makes only a modest contribution to the setting of the conservation area. Views are transitory and limited. The site was not considered of sufficient landscape value for inclusion in the South Downs National park, and was removed from the Local Green Gap in the Adur Local Plan	Pedestrians use both the A283 route as well as the Downs Link pathway along the river (which is heavily used) from which this site is considered to form part of the setting of the conservation area. It is not considered that the bund has an adverse impact on the setting of the conservation area. The site was indeed removed from the LGG through the Adur Local Plan examination; however the Local Green Gap relates to coalescence issues, not heritage matters and is not considered relevant in this instance.

Written representations

Issues raised and officer response:

Issue	Response
Representations from residents	
Support for comments regarding poor public realm	Comments noted
Support for comments regarding open spaces important to the setting of the conservation area	Comments noted
Suggest inclusion of the ancient footpath along the northern boundary of the conservation area	The document has been revised to include reference to the footpath.
74 Adur Avenue should be retained within the conservation area as the garden contributes to the streetscape	The conservation area boundary in the vicinity of 74 Adur Avenue has been amended to exclude the house, but the verges remain within the conservation area.
Concern that document supports development of land at Mill Hill	The document refers to proposals for development of the site and the relationship of this site to the conservation area, however it does not support development of this site.

Issue	Response
Representation from Historic England	
Suggestion that the appraisal include an introductory section setting out the purpose of the designation; legislation and policy context, appraisal methodology and public consultation.	Comments noted. This information is provided in a separate document titled Adur Conservation Area Character Appraisal Review 2020 which was published alongside the draft appraisals.
<p>Support for the identification of open spaces important to Old Shoreham Conservation Area:</p> <ul style="list-style-type: none"> ● Land between Steyning Road and River Adur ● Shoreham Airport <p>These sites comprise the remainder of the undeveloped river plain, form a very picturesque grouping in views and have high aesthetic value. The relationship of the conservation area, St Nicolas' Church and the Toll Bridge to the river is important to understanding the origins and historic development of Old Shoreham.</p>	Support for areas identified as setting noted. The amended document has also included land at Mill Hill as important to the setting of the conservation area.
Support for inclusion of important views, and buildings that make a positive or negative contribution to the character of the conservation area.	Comments noted
Support for the proposals in the management plan	Comments noted
Support for the making of an Article 4 Direction	Comments noted

Article 4 Directions

The Council received 1 representation supporting the making of an Article 4 Direction for Kingston Buci Conservation Area. No objections were received. It is recommended that the Article 4 Direction is confirmed.

The Council received no representations regarding the making of an Article 4 Direction for the Old Shoreham Conservation Area. It is recommended that the Article 4 Direction is confirmed.

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**TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT)
(ENGLAND) ORDER 2015 (AS AMENDED)**

NON-IMMEDIATE DIRECTION MADE UNDER ARTICLE 4(1)

OLD SHOREHAM CONSERVATION AREA

WHEREAS the District Council of Adur being the appropriate local planning authority within the meaning of article 4(5) of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) is satisfied that it is expedient that development of the description(s) set out in the First Schedule below should not be carried out on the land described in the Old Shoreham Conservation Area, being the land shown edged red (for identification purposes only) on the Plan annexed hereto and identified in the Second Schedule, unless planning permission is granted on an application made under Part III of the Town and Country Planning Act 1990 (as amended).

NOW THEREFORE the said Council in pursuance of the power conferred on them by Article 4(1) of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) hereby direct that the permission granted by article 3 of the said Order shall not apply to development specified in the First Schedule to this Direction on the said land of properties within the area specified in the Second Schedule to this Direction.

THIS DIRECTION is made under article 4(1) of the said Order and, in accordance with paragraph 1 of Schedule 3, and shall come into force on 20 January 2023

FIRST SCHEDULE

In respect of land described in the Second Schedule

Schedule 2 Part 1 of the Order – Development within the curtilage of a dwellinghouse

Any works fronting a highway or public right of way and which would involve:

- Class A - The enlargement, improvement or other alteration of a dwellinghouse such as an extension, removal or changes to architectural features.
- Class C – Other alterations to the roof of a dwellinghouse including roof coverings, rooflights and solar panels
- Class D - The erection or construction of a porch outside any external door of a dwellinghouse.
- Class F – Development consisting of (a) the provision within the curtilage of a dwellinghouse of a hard surface for any purpose incidental to the enjoyment of the dwellinghouse as such; or (b) the replacement in whole or in part of such a surface.

Any works, whether or not fronting a highway or public right of way, and which would involve:

- Class G - The installation, alteration or replacement of a chimney, flue or soil and vent pipe on a dwellinghouse.

Schedule 2 Part 2 of the Order – Minor Operations

Any works fronting a highway or public right of way and which would involve:

- Class A - The erection, construction, maintenance, improvement or alteration of a gate, fence, wall or other means of enclosure.
- Class C - The painting of the exterior of any previously unpainted building or changes to external colour schemes, or covering walls by render or like finishes, but excluding:
 - a) Entrance doors
 - b) Window frames and sills

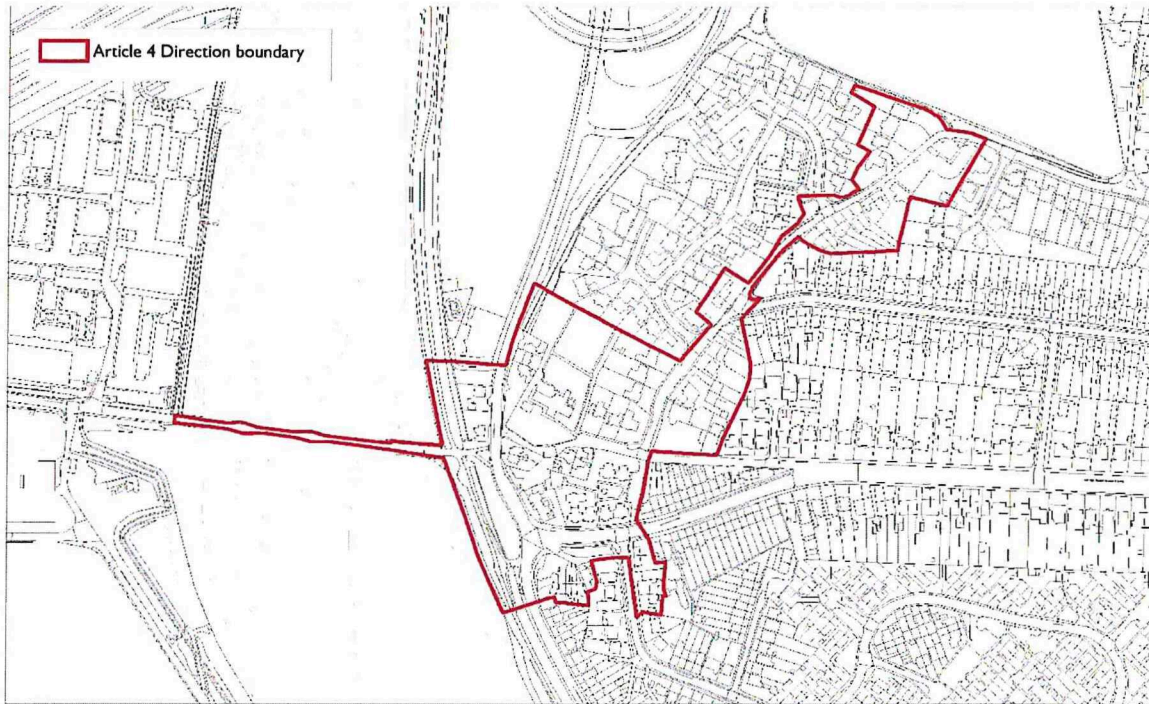
Schedule 2 Part 11 of the Order – Heritage and Demolition

Any works fronting a highway or public right of way and which would involve:

- Class C - Any building operation consisting of the demolition of the whole or any part of any gate, fence, wall or other means of enclosure.

SECOND SCHEDULE

The land designated as the Old Shoreham Conservation Area and shown edged in red on the attached plan.



DIRECTION MADE UNDER The Common Seal of

The District of Adur in the presence of:



The Authorised Signatory

Date [of making] 23rd November 2024



DIRECTION CONFIRMED UNDER The Common Seal of

The District of Adur In the presence of:

The Authorised Signatory

Date [of confirmation]

TOWN AND COUNTRY PLANNING (GENERAL PERMITTED DEVELOPMENT) (ENGLAND) ORDER 2015 (AS AMENDED)

NON-IMMEDIATE DIRECTION MADE UNDER ARTICLE 4(1)

KINGSTON BUCI CONSERVATION AREA

WHEREAS the District Council of Adur being the appropriate local planning authority within the meaning of article 4(5) of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) is satisfied that it is expedient that development of the description(s) set out in the First Schedule below should not be carried out on the land described in the Kingston Buci Conservation Area, being the land shown edged red (for identification purposes only) on the Plan annexed hereto and identified in the Second Schedule, unless planning permission is granted on an application made under Part III of the Town and Country Planning Act 1990 (as amended).

NOW THEREFORE the said Council in pursuance of the power conferred on them by Article 4(1) of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) hereby direct that the permission granted by article 3 of the said Order shall not apply to development specified in the First Schedule to this Direction on the said land of properties within the area specified in the Second Schedule to this Direction.

THIS DIRECTION is made under article 4(1) of the said Order and, in accordance with paragraph 1 of Schedule 3, and shall come into force on 10 February 2023

FIRST SCHEDULE

In respect of land described in the Second Schedule

Schedule 2 Part 1 of the Order – Development within the curtilage of a dwellinghouse

Any works fronting a highway or public right of way and which would involve:

- Class A - The enlargement, improvement or other alteration of a dwellinghouse such as an extension, removal or changes to architectural features.
- Class C – Other alterations to the roof of a dwellinghouse including roof coverings, rooflights and solar panels
- Class D - The erection or construction of a porch outside any external door of a dwellinghouse.
- Class F – Development consisting of (a) the provision within the curtilage of a dwellinghouse of a hard surface for any purpose incidental to the enjoyment of the dwellinghouse as such; or (b) the replacement in whole or in part of such a surface.

Any works, whether or not fronting a highway or public right of way, and which would involve:

- Class G - The installation, alteration or replacement of a chimney, flue or soil and vent pipe on a dwellinghouse.

Schedule 2 Part 2 of the Order – Minor Operations

Any works fronting a highway or public right of way and which would involve:

- Class A - The erection, construction, maintenance, improvement or alteration of a gate, fence, wall or other means of enclosure.
- Class C - The painting of the exterior of any previously unpainted building or changes to external colour schemes, or covering walls by render or like finishes, but excluding:
 - a) Entrance doors
 - b) Window frames and sills

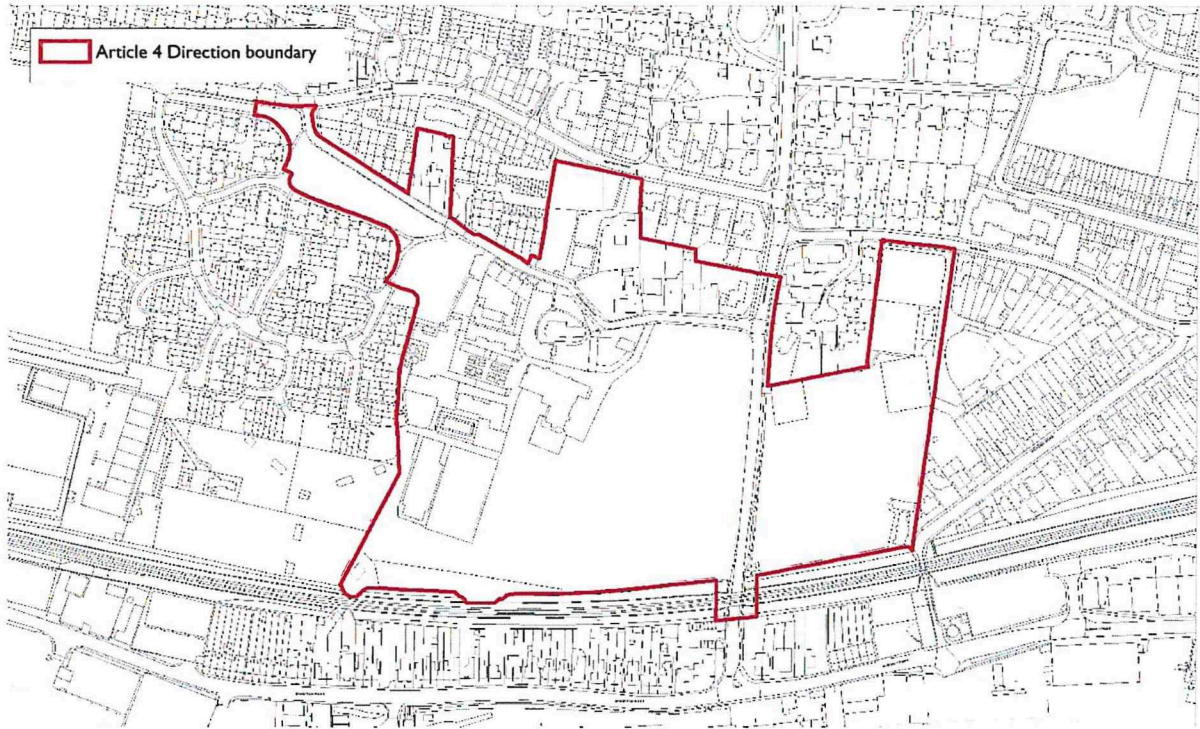
Schedule 2 Part 1 I of the Order – Heritage and Demolition

Any works fronting a highway or public right of way and which would involve:

- Class C - Any building operation consisting of the demolition of the whole or any part of any gate, fence, wall or other means of enclosure.

SECOND SCHEDULE

The land designated as the Kingston Buci Conservation Area and shown edged in red on the attached plan.



**DIRECTION MADE UNDER The Common Seal of
The District of Adur in the presence of:**



The Authorised Signatory

Date [of making] 15 December 2021



**DIRECTION CONFIRMED UNDER The Common Seal of
The District of Adur In the presence of:**

The Authorised Signatory

Date [of confirmation]