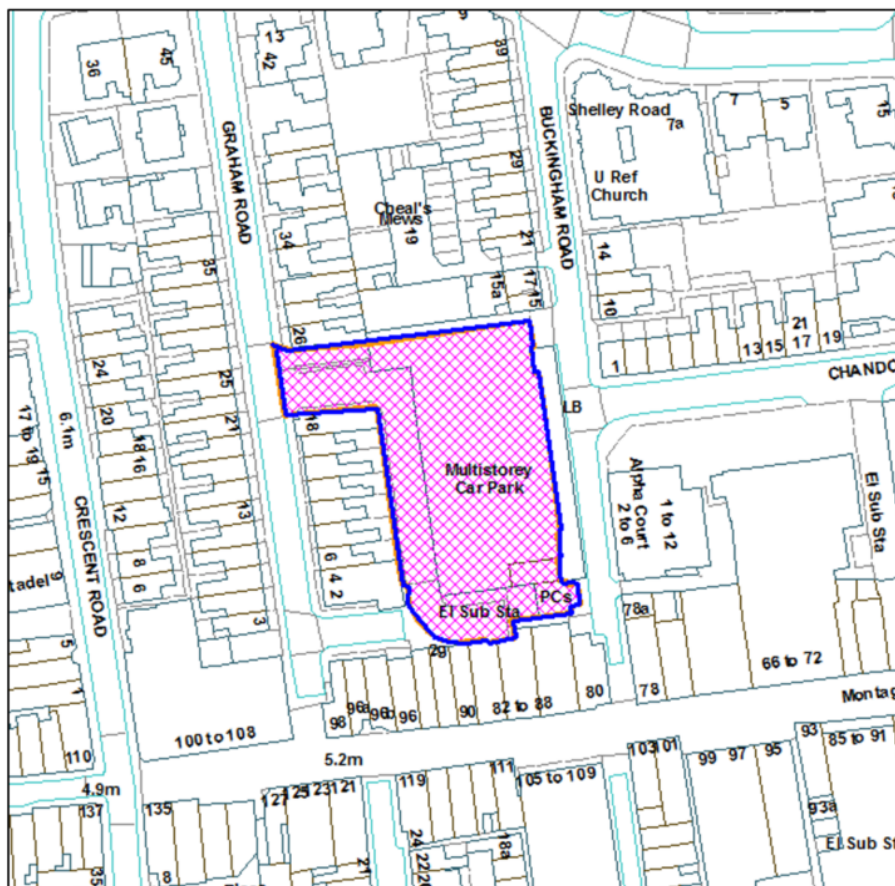


Application Number:	AWDM/1240/21	Recommendation: APPROVE subject to the receipt of additional information
Site:	Buckingham Road, Multi Storey Car Park, Buckingham Road, Worthing	
Proposal:	Installation of a new facade and fall-protection system and new signage to the car park building. Enhancements to the existing street level public realm beneath the car park overhang, by refreshing the decoration, lighting and flooring.	
Applicant:	Worthing Borough Council	Ward: Central
Case Officer:	Stephen Cantwell	



Not to Scale

Reproduced from OS Mapping with the permission of HMSO © Crown Copyright Licence number LA100024321

Introduction

This application was previously considered by the Planning Committee on 22nd September 2021. The Committee Report is attached as Appendix 1, with its Addendum at Appendix 2 and Minutes at Appendix 3.

At that time the proposal, which is part of wider refurbishment works of the multi-storey car park building, included new architectural cladding in the form of coloured vertical metal fins around the building frontage. These were in addition to (and in front of) a mesh-cladding anti-fall system to be installed between each floor and at roof level. A large 'P' parking sign was also proposed, wrapping around the north-east corner of the building, above the Buckingham Road entrance. Images of these can be seen in the Design & Heritage section of the previous Committee report at Appendix 1.

The Committee resolved to approve the application, subject to amended plans to include a colour palette of pastel shades referred to as Option 1 in the illustration of the Committee Addendum Report at Appendix 2. This comprised an aqua-blue-cream range of colours for the fins. The mesh behind these fins was left unpainted except at the rear, where no fins were proposed and the visible mesh was to be painted light blue.

Since then the planning permission has not yet been issued pending the receipt of the amended plans. Therefore the application therefore awaits its formal determination.

In the meantime, the internal works and refurbishment, which do not require planning permission, have been in progress over several months on site.

Proposal

The current proposal is an amendment of the 2021 proposals and differs from the plans considered by the Planning Committee.

It retains the proposed mesh-cladding, anti-fall system around each side of the building, including the 2m upstand above the uppermost deck/roof level of the building. The mesh would now be unpainted on all sides of the building. The vertical fins and large 'P' parking sign have been deleted.

At ground level, new pedestrian entrance doors and glass screens remain as previously proposed, along with smaller areas of entrance and exit signage around the vehicular access (which in themselves do not require consent). Also as previously, the broken stairwell windows would be infilled with horizontal hit-and-miss louvres.

The supporting document with the amended application explains that the refurbishment project is: *currently on site, but it has been running behind its programmed completion date, primarily due to the issues related to the supply and costs of the initially proposed cladding material. Hence the reason for this proposed amendment.*

Consultations

Environmental Health: No Objection

Wellbeing Team: Supports any measures that increase safety for users of the car-park, which has an historical and sporadic location of concern for children and young people gathering, skating and drinking so it is important that any risks are minimised.

The **Parking Services Manager** comments that in the last 3 years there have been 5 incidents of criminal activity and two attempted suicides.

The Assistant Director - Operations and Sustainability states that,

'In terms of the safety reasons for the cladding - our car parks (High Street, Grafton and Buckingham Road) are sites which, sadly people use for suicide attempts. High Street is the one used most often, the numbers at Grafton and Buckingham are lower.

However, at a H&S Board several years ago it was acknowledged that as we improve the safety of one site, people will move to another. It wasn't financially viable to retrofit all three sites, but the action was to improve safety as part of the improvements to Buckingham and High Street, with Grafton being knocked down.

So looking at Buckingham figures in isolation won't tell the full story - as, when High Street is safer and Grafton is gone, it will become more of a target site.'

Representations : Three letters object to amended plans

- Downgraded designs , bland mesh with no colour.
- The original design would have lifted the street
- It no longer represents a significant improvement, but will worsen the existing appearance
- A case here of financial reasons overriding preserving the setting of the conservation area.
- It should at least try and reflect some of the previous approved design.
- A significant risk to the setting of adjacent conservation area, contrary to NPPF and new Local Plan, which requires respect, preservation and enhancement of heritage assets and their setting
- Previously approved light blue colour mesh acknowledged the prevailing rendered light-coloured buildings in Graham Road
- Without colour it will resemble a prison or cage.
- Will transform the area into an unwelcoming space, already a notorious hotspot for drug dealing, ultimately reducing the car park's potential users.
- No computer images to show appearance
- Colour choice here is clearly paramount.
- We urge reconsideration.

Policies

Since 2021 the new Worthing Local Plan, which was approved in March 2023, includes the following relevant policies:

DM5 - Quality of the Public Environment
DM9 - Delivering Infrastructure
DM 22 - Pollution
DM23 - Strategic Approach to the Historic Environment
DM24 - The Historic Environment
SS3 - The Town Centre

As in 2021, the following are also relevant:

Conservation Area Appraisal - Montague Street (WBC, 2005)
National Planning Policy Framework (2021)
National Planning Practice Guidance (CLG)

Policy Summary

In summary, the site remains in the identified town centre, where Policy SS3 seeks access improvements, including sustainable movement patterns and high quality design standards. Policy DM6 supports enhancement and safety within the public realm and Policy DM9 describes the Council's work to ensure that necessary physical infrastructure is provided.

As in 2021 policies require designs which respect and enhance local character and are of high quality, contributing to a strong sense of place and which relate to the historic context, conserving and enhancing the historic environment.

Development in sustainable locations, with good access to services and public transport is supported by NPPF. Risks of pollution, including noise and light should be either at acceptable levels or mitigated under Policy DM22

The Conservation Area Appraisal for Montague Street identifies opportunities for enhancement by the replacement of unsympathetic fabric in order to respect individual buildings and the street scene.

Relevant Legislation

The Committee should consider the planning application in accordance with:

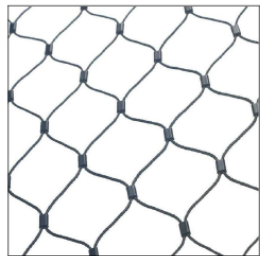
Section 70 of the Town and Country Planning Act 1990 (as amended) provides that the application may be granted either unconditionally or subject to relevant conditions, or refused. Regard shall be given to relevant development plan policies, any relevant local finance considerations, and other material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

Section 66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 indicates that in considering whether to grant planning permission or permission in

principle for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. Section 72 (1) states: indicates In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

Planning Assessment

The proposed mesh is shown close-up in figure 01 immediately below. It comprises interlaced strands of steel 'ropes' which are connected by small pinched-over sleeves at their intersections to create a diamond-shaped pattern. Typically these are produced in a plain or stainless steel or galvanised finish. The original blue-painted horizontal metal balustrades along the edge of each floor of the car park would be removed.



01. Webnet Mesh Cladding Panel

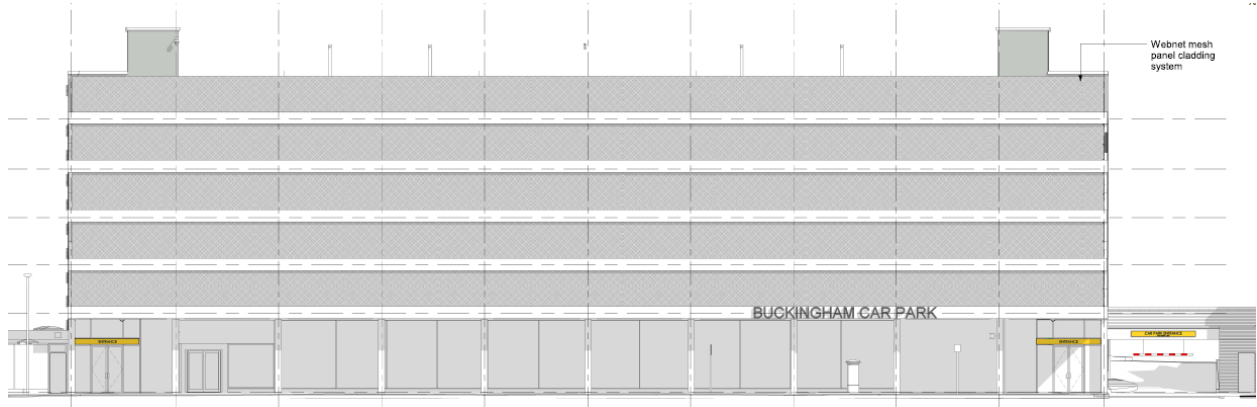
1 in 20 Webnet mesh panels to provide fall protection whilst allowing views through to the South. Fixing details T.B.C by structural engineer and manufacturer's specification. Existing balustrades to be removed and parking barriers to be maintained.

According to manufacturer information, the mesh can be fixed between concrete frames by a combination of small eyelets which are sunk into the concrete. A tensile steel rope is then run through the islets around the perimeter of the mesh, into which the mesh is then 'sewn' to complete the infill of each floor of the car park. Images also show occasional vertical strengthening ropes at corners or mid-points along a horizontal run.

Visually, the mesh appears to be capable of retaining much of the sense of openness and visibility between the floors of the building, although the amended elevations suggest a more dense and solid appearance than the close-up image indicated above. Hence clarification has been sought as to the proposed gauge size for the mesh. Looking at examples of other multi-storey car parks where the mesh has been installed it is apparent that the more open mesh, as proposed, is less visible particularly when set in from the front edge of horizontal car park decks as illustrated below:



However, as this photograph illustrates an important consideration is the design of the framework itself, particularly on the top deck of the car park. The cranked vertical struts used on this car park are particularly unattractive and certainly draw attention to the top element of the mesh fencing. There is no suggestion of using this approach but further details of the supporting framework would be important. It is also not clear whether any additional framework is required for the long horizontal runs of mesh between the floors, or whether the tensile rope perimeter is sufficient. Frames, if needed, may affect the degree to which the mesh screen affects the appearance of the building.



The purpose of the mesh screens is as a safety measure against falling. This is supported by the Council's wellbeing team and is consistent with policies DM6 and DM9; these support enhancement and safety in the public realm and the provision of necessary physical infrastructure. The refurbished car park is set to play an even greater role in access to the town centre (Policy SS3), with the future closure of Grafton Road car park, hence its design safety assumes increased importance.

In consideration of the impact of the amended proposals, subject to the requested further information, it is quite possible that the mesh-infilling between existing floors will make only a modest difference to the appearance of the building. Whilst this will not have the design advantages of the more extensive original proposals, in creating greater distinction and visual interest, this does not render these lesser works automatically unacceptable. Furthermore, it is unlikely to exert any greater impact on factors such as light and noise than the existing building, and the Environmental Health officer has no objection.

At roof level, the 2m high additional screen is more likely to affect the appearance of the building. It is likely that this change will be visible to neighbouring residents whose outlooks face towards the building, and from views of the building from surrounding streets, including the Montague Street Conservation Area immediately to the south; the backdrop of listed buildings at no. 80 (Body Shop) and 103 (Entertainment Exchange) and the Victorian-Edwardian surroundings outside the Conservation Area, including Buckingham Road, Graham Road and Chandos Road.

In consideration of planning policy, this added screen is likely to appear utilitarian in character, when compared with the examples of upright and angled supports used in other cases. This may be considered less than the high quality design sought by policy DM5 and the enhancement and preservation sought for the setting of heritage assets; the conservation area and nearby listed buildings.

However, the form of development is consistent with its safety function, which is also a relevant consideration in policy DM6. Therefore in the planning balance, consideration must be given to the degree of impact alongside the benefit.

As already mentioned the safe use of the car park as a point of access to the town centre, assumes greater importance with the future redevelopment of the Grafton Road site. Set alongside this, the visual impact of much of the proposed mesh screen is likely to be fairly modest, where it infills between existing floors. The new upper screen is likely to have a greater impact, but its location well above street level means that public views will tend to be from some distance rather than close-up, or will be from private outlooks at neighbouring properties. Whilst further information is awaited, the balance of arguments tends to support the proposal.

A suggestion made in recent letters of representation, is that the use of colour could be an important factor. For instance, a selection from the pastel shades which were to have been used in the fins and rear area of mesh in the original proposals.

It is understood that coloured (powder-coated) mesh is available in the UK, although this may increase order times and cost. The Building Control Manager has also indicated that any painted finish would not secure the necessary 'A' fire rating important for high risk multi-storey car parks. Further information has been requested on these matters, cost implication is also a consideration for the applicant.

In summary, provided that an appropriate slim line framing for the mesh can be used for the top deck and there is a clear safety and cost explanation as to why the mesh or framing cannot be coloured, it is considered that the proposal can be supported. In this respect the safety issues identified would outweigh the residual concerns about the design and appearance of the proposed mesh enclosure.

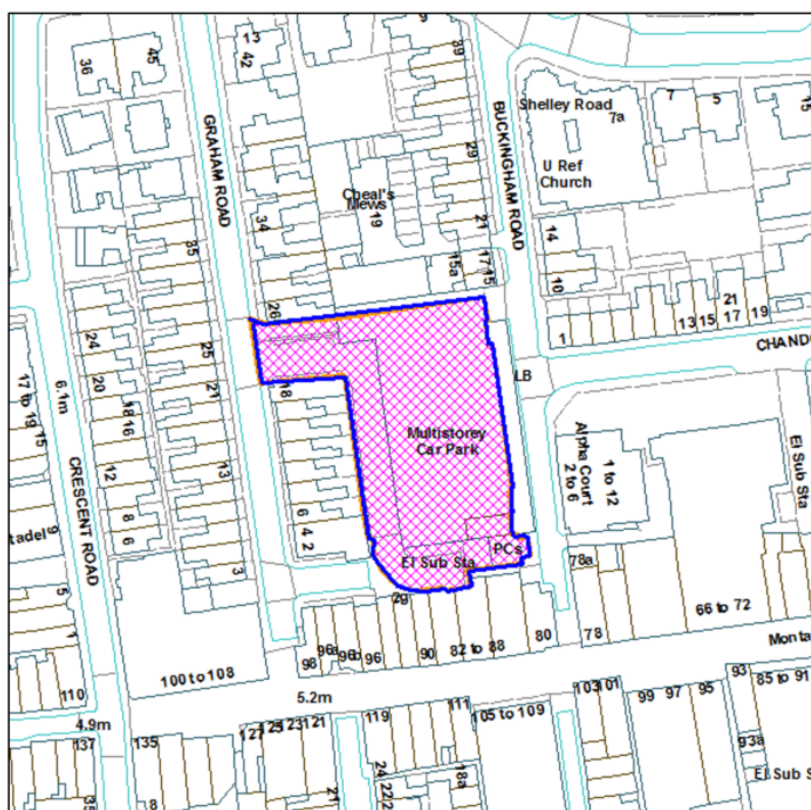
Recommendation

Subject to the receipt of satisfactory information requested in this report, to **Approve** the amended application subject to the following conditions:

1. Adherence to approved final plans
2. Standard time limit of 3 years for implementation
3. Sample of mesh cladding materials and finishes for approval
4. Details of external lighting to be submitted, including measures to minimise light pollution.

PLANNING COMMITTEE REPORT
22nd September 2021

Application Number:	AWDM/1240/21	Recommendation - Approval, subject to Amended Plans
Site:	Buckingham Road, Multi Storey Car Park, Buckingham Road, Worthing	
Proposal:	Installation of a new facade system and clearer signage to the car park building. Architectural cladding to significantly improve the car park's edge protection and fall prevention barrier. Enhancements to the existing street level public realm beneath the car park overhang, by refreshing the decoration, lighting and flooring	
Applicant:	Worthing Borough Council	Ward: Central
Case Officer:	Stephen Cantwell	



Not to Scale

Site and Surroundings

This application is made by Worthing Borough Council. It relates to the five tier multi-storey Buckingham Road car park, which lies just inside the edge of the town centre area as defined in the 2011 Core Strategy.

It is located at the southern end of Buckingham Road, between Chandos Road to the east and Graham Road to the west. These streets, including Buckingham Road are largely residential streets of two storey Victo-Edwardian houses but with some commercial uses and service access to the rear of Montague Street and Cheals Mews immediately to the north. To the south, south east and south west are Montague Street shops and a restaurant mostly with flats above, this includes shops and flats immediately to the east side of Buckingham Road. A service road also lies between the west of the car park and rear gardens in Graham Road.

The ramped entrance for vehicles is from Buckingham Road at the north east corner of the building, opposite the Chandos Road junction. The exit ramp is at the north-west corner onto Graham Road. The ramp contains raised-arm barriers and is covered by a flat concrete roof just above ground floor level. Pedestrian accesses are at the north-east and south-east corners, via ticket-machine halls and stairwells with lift. The south east entrance links to the end of the pedestrianised shopping area of Montague Street, which also hosts a weekly street market.

The car park is a reinforced concrete deck structure dating from around 1965. Each of its five storeys is split so that there are 10 individual levels. These provide a total of 277 parking spaces, including eight for wheelchair users. The Buckingham Road frontage is double-yellow lined and a controlled parking zone operates in the surrounding streets. The car park is open for twenty four hour use.

A series of blue-painted, horizontal safety rails surround the outer edge of each level of the building including the roof deck; these are mounted on the white painted concrete frame, which characterises its external appearance from most street views. The lowest deck over-sails the pavement below in Buckingham Road. An under-croft retail unit, with wide plate-glass frontage, forms the ground floor frontage onto Buckingham Road, between the two pedestrian entrances.

The Montague Street Conservation Area lies immediately to the south, including listed buildings at no. 80 (Body Shop) and 103 (Entertainment Exchange). The building adjoins but is outside the conservation area, which also continues along the western side of Graham Road, where the exit ramp from the car park is opposite on the eastern side of the street. Graham Road is characterised by Victorian two-storey, painted-rendered houses. These are also found outside the conservation area in Buckingham Road along with some brick-faced Victo-Edwardian houses, which continue into the distinctive red-brick terrace of houses along Chandos Road.

Proposal

The Council's proposals are part of an overall renovation and refurbishment of the building. Planning permission is sought for:

- New façade cladding. This comprises vertical fins on three sides of the building in a range of colours, to be frame-mounted at intervals between each level of the building including its roof. These would replace the blue-metal safety rails but would extend the full height of each level
- A mesh safety grille / barrier on all sides of the building. On three sides this would be mounted behind the proposed fins
- Demolition of the flat roof above the ground/first floor entrance & exit ramps and the side walls which frame the Buckingham Road entrance
- New pedestrian entrance doors and glass screens, including removal and rendering-over of high level areas of glass block and the introduction of coloured vertical fins alongside the glazed screens.
- Infilling of exposed and broken stairwell windows with horizontal louvres
- A new external structure for signage, wrapping the north-east corner of the building and spanning levels 3-5. The signage is indicated as a blue coloured 'P' on yellow background along with the building's name.

Internal lighting, signage, flooring, painting and stairwell improvements are also intended which do not in themselves require planning permission. The concrete frame will be repaired and repainted to complement the proposed external fin cladding.

The application follows a Council decision (AW/001/20-21, of 10th June 2020) by Executive Members for Regeneration to undertake refurbishment and improvement of the car park in recognition of its age, condition and its increasing importance in the provision of town centre parking with the intended redevelopment of the Grafton Road car park over a likely period of 2-4 years.

Relevant Planning History

None relevant. The car park was constructed following a grant of planning permission in 1963.

Consultations

West Sussex County Council Highways: No objection

No increase in parking spaces to indicate higher traffic generation levels. Recommend that new surfacing outside the building is discussed with the area highway office before works take place.

Parking Services Manager: Supports Application

In response to neighbour comments received:

- Skateboarding: Signage which warns that skateboarding is not allowed, will be renewed, as older signage has been removed.
- Other signage: is under consideration, to provide contact details in the event of any issues, such as fire alarm sounding.
- Accessibility: The question of installing entrance shutters has been explored previously but not pursued. It would be unlikely to prevent unwanted persons entering the car park [for instance through the pedestrian doors]; it would be costly and require overnight monitoring from a control room to manage any instance of barriers not raising. Noise is also possible from shutters opening and closing.
- Security: The building is currently patrolled by staff at intervals during the daytime, handing over the security contractor in the evening for further night-time visits. The Community Safety team maintains a log of issues raised, other than by anonymous calls but currently this holds very little information regarding the building. CCTV which covers the entrance and exit and the lift areas as well as the payment machines, this is monitored by the Council's car parks operations team throughout the day/evening
- Fire alarm: This is monitored at the at the High St MSCP is staffed which is from 6am to 10pm

Environmental Health Officer: Comment awaited following recent visit to site and neighbours

Borough Engineer: Comments

Recommend confirmation that increased loadings from additional fabric and increased wind loadings have been assessed on the structure's stability. From a drainage perspective, no changes are proposed which increase additional flow into existing systems.

Fire Safety Officer: Comment requested.

The applicant has confirmed that external cladding / fins are fire rated and comply with relevant standards. As far as we are aware the fire alarm system for the car park is linked to a monitoring system which will send a response to the Fire Service. There is a main control office at the High Street car park.

Community Wellbeing Officer: Comments

I can confirm that since Level 1 opened at Grafton car park, we have received several reports that the skateboarders congregating there had been displaced to Buckingham Rd. The noise and associated ASB from this would be considerable (there were daily complaints from Grafton).

Place and Economy Officer: Supports Application

Car parking upgrades in town centres are vital as they play an important role in creating a first impression of a place, as well as providing the functional aspects. This development signals a step change in offer, whilst it also has an ambition to enable greater electricity charging points and greater disabled parking. Whilst sustainable and active travel are vitally important, it's also critical that we provide a good experience for all users, by all modes of transport, who wish to access and utilise Worthing town centre.

Representations:

A petition from nine households in Chandos Road and one other letter, also from Chandos Road. Summarised as follows:

Petition

The need for an upgrade is supported but objections and concerns are:

Noise – frequent complaints to Council and police. Use by skateboarders of car park and undercroft footway area is deeply loud, grating and reverberant into neighbouring houses and gardens, day and night (8am up to midnight, with very prolonged car and fire alarms also during nighttime) due to unrestricted access. Car park has an echo-chamber effect, even smaller noises (conversations, phones, shouting) are audible as are car-tyre 'squealing' on tight turns and the (at times) squeaky barrier-arm mechanism. Removal of roof to ramp area will reduce sound barrier.

Design - The proposed use of external fins is supported but the colour palette is unanimously rejected as it is highly out of character with context and reinforces the overbearing appearance of the building. Subtle contemporary or pastel colours would be more appropriate, such as in the nearby current upgrade of Portland Road. The proposed –storey entrance 'P' sign is too large and lurid yellow/blue.

Height – Proposed safety mesh with fins at roof level adds a storey height, increasing overshadowing and overbearing reducing sunlight to rooms and gardens.

Light pollution – lighting and its management e.g. amount, intensity and dimming sensors, should follow latest Institute of Lighting Engineers (ILE) guidance to reduce current light spillage and glare which affects neighbours at night.

Future use - Usage and its impacts are likely to increase when Grafton MSCP is demolished. This increases the need for management and security.

Please regard these comments not as a single objection but individual ones. Neighbours would like to have been consulted about and participated in the development of the proposals.

Letter

Comments overlap with those of the petition. The car park is not secured against unauthorised access or use, such as skateboarding and is frequented by drug and

alcohol users. Concerned about noise, ongoing risks to personal safety, risk of damage to vehicles. Council does not accept liability for risk of damage but proposals would not improve security.

Relevant Planning Policies and Guidance

Worthing Core Strategy 2011: Policies 3, 6, 12, 16, 17, 18, 19 & 20

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

Conservation Area Appraisal - Montague Street (WBC, 2005)

National Planning Policy Framework (2021)

National Planning Practice Guidance (CLG)

Policy Summary

The site is within the town centre. Policies 3 & 6 encourage sustainable development which supports town centre activities and policy 12 promotes high quality and accessible infrastructure.

Good quality design and architectural composition is required by Policy 16, the NPPF refers to 'high quality'. Design and use of materials should take into account local, physical, historical and environmental characteristics of the area; appropriate innovative and contemporary design solutions are encouraged. Safety and accessibility are also important in the public realm. Development which may affect heritage assets, including the setting of conservation areas and listed buildings, should sustain and enhance them and make a positive contribution to local distinctiveness.

Under policies 17 & 18 sustainable designs should address pollution, climate change and energy efficiency, including provision for sustainable energy where feasible, and a car parking strategy for the town centre is to balance parking demand, economic activity in the town and provisions for pedestrians and cyclists (policy 19 and T9). Development in sustainable locations, with good access to services and public transport is supported by NPPF.

Residential amenities should not be unacceptably reduced by new and intensified development under policies H18 and RES7, for by increased noise or other forms of pollution.

These policies are largely repeated in those of the emerging Worthing Local Plan, 2021, which has been submitted to the Secretary of State for Housing Communities and Local Government for independent examination and can be afforded a reasonable degree of weight. In particular, policies which support sustainable development and energy are of greater importance in line with the more recent NPPF, 2021 and the Council's Climate Change declaration of 2019.

The Conservation Area Appraisal for Montague Street identifies opportunities for enhancement by the replacement of unsympathetic fabric in order to respect individual buildings and the street scene.

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.

Section 66 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 indicates that in considering whether to grant planning permission or permission in principle for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. Section 72 (1) states: indicates In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

Planning Assessment

Principle and Sustainability

As part of the town centre's infrastructure, the principle of works required to continue and update the function of the building is acceptable under policies 3 & 6. This is subject to the consideration of the impact of these changes upon the character of the area, neighbouring amenities and heritage, which are subject of other policies and which are considered in the sections below.

In terms of sustainability, the proposed cladding of the building and modernisation of its pedestrian entrances can create a more inviting and legible facility for future users. The wider refurbishment includes:

- Upgraded power supply for potential installation of rapid charge (22kW) electric vehicle charging points,
- New high-efficiency LED internal lighting system, motion-sensor controlled to dim to a basic light level of 5%-50% luminance when not in use,
- New external lighting designed to limited glare and spill and to switch off between 11pm and 7am, other than safety and security lighting,
- Extension of the deck drainage system to remove water pooling.

In accordance with policies for energy and sustainable construction, these combined changes will contribute towards energy saving and the transition away from fossil fuels towards electric vehicles. Cladding and drainage may provide better protection of the integrity of the existing concrete structure.

Design and Heritage

All sides of the building, and the roof edge, would be clad with a first layer of frame-mounted, expanded metal mesh to serve as a safety, anti-fall guard. This would be coloured light blue on the western (rear) elevation and on the rear parts of each side (north and south), where it would become the new visible outer skin of the building. On the Buckingham Road (eastern) frontage and remainder to the two sides, it would be light grey and set behind the new façade fins.

The proposed vertical façade fins on the Buckingham Road frontage (see image below) and part of each side would be aluminium and pre-painted on both faces in a range of colours, as shown in the images below. They are a uniform height of 1.8m but at roof level they would sweep up to a maximum of 2.8m at the corners and along the Buckingham Road frontage, to provide anti-fall safety, along with the 1.8m mesh guard at this more exposed level. This increases the perceived height of the building by between 0.9m and 1.8m along this frontage, although this is below the top-most height of the existing access tower.

In the second image below, it can be seen that the fins are mounted at varying intervals and perpendicular to the façade. The application states that final locations (intervals) may vary. In discussions it is also understood that the mounting angles may be adjusted, so that a greater amount of each fin is outwardly visible. The profiles / cross sections of the fins can also be either rectangular type as shown, or tapered rather than square edges.



These variables present an opportunity for fine-tuning of the design which may create either greater solidity or permeability, more or less visible colour and either sharp or feathered edges.

The set of colours for the fins which are shown in these images may be described as semi-pastel blue, green and gold. Their selection is influenced by the coastal elements of sea, sky, downs and beach. They are also among the range of colour sets in current use in the Council's Time For Worthing ('T4W') promotions of the Borough. The application refers to the assistance the proposals and colours would offer in way-finding to and from the car park, which serves as one of the town centre gateways, as well as enriching the appearance of the building.

As stated in policy 16, designs and the use of materials should take into account local, physical, historical and environmental characteristics of an area, appropriate contemporary design solutions are also encouraged.

In considering this proposal the use of cladding is regarded as a very positive change. The vertical fins will counterbalance the long and prominent, horizontal lines of the existing concrete-framed deck-structure, which currently has little or no architectural relationship to more traditional buildings in adjoining streets. These include the Conservation Area and listed building in Montague Street, against which the building forms a backdrop. Their use alongside the doorways increases visibility of these entrances and legibility of the building. The proposed mesh shrouding on each side of the building also creates a sense of overall unity without appearing dense or heavy.

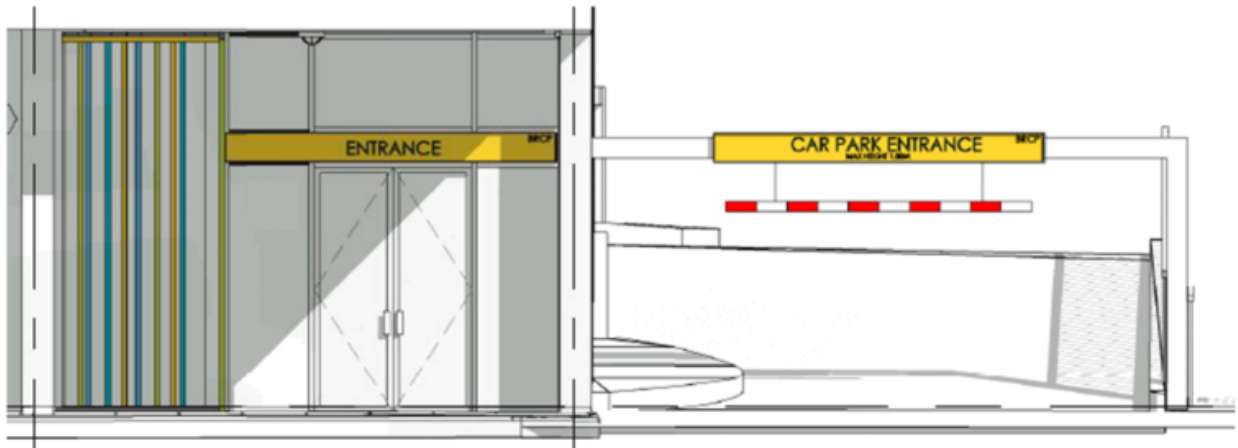
The use of a light blue colour for areas of mesh visible from Graham Road acknowledges the prevailing rendered light-coloured buildings there. The use of grey mesh behind the fins provides a visually 'quiet' backcloth for the fins. The colour choices of blue, green and gold or yellow set for the fins appear to be harmonious in themselves but they have attracted strong views from residents as being out of keeping with the context of Buckingham Road and adjoining streets. They suggest that a colour set which borrows more from the pastels and brick colours of adjoining streets would be appropriate for the fins.

Colour choice is among the more variable and subjective matters for consideration but it is acknowledged that the proposed colours do not figure in the existing streetscape, it may also be quite bold as a backdrop to the light painted render of the Conservation Area and listed buildings. However it is also relevant that the distinct function of the building as a key element of town centre infrastructure and the improving of wayfinding to it, is an important objective of the proposed development. A balance is sought between these considerations. In response the applicant has commissioned a series of colour options and it is hoped that these can be received and considered by Officers and made available to residents so that views can be reported to the Committee.

Alongside this, the applicant has been requested to consider the use of angled mountings for the fins together with tapered cross sections. This may increase their prominence, architectural effect and finesse. Further information has also been requested about their spacing intervals (it is noted that wind loading would need to be

checked separately). Conversely a smaller entrance 'P' sign mounting has been requested, in order to reconcile its scale and design with the character of the street, whilst providing clear visibility for users. Information about lesser signage, such as in the image below, has also been requested. An update will be given at the meeting

The demolition of the vehicular access ramp, roof and adjoining walls, along with a new entrance height bar (image below) makes a relatively minor difference to the appearance of the building. It would have an advantage of revealing the distinctive and newly clad north east corner of the building and its entrance to a greater degree. Remaining wall edges would be made good with painted render and cappings.



The new entrance doors with associated metal-framed glazed screens and vertical fin detail would create a simpler and more contemporary appearance than the existing. New concrete-sett paving along the undercroft area will also create a more consistent and improved appearance at the site frontage. Elsewhere the proposed white louvre infills to the existing stairwell windows are designed to deflect rain and address an existing maintenance issue.

Neighbouring Amenities

In consideration of policy H18, the main potential impacts of the proposed development on neighbours are those relating to demolition of the ramp ceiling and entrance wall; the proposed cladding and external lighting. Other comments received in relation to existing management matters are also referred to below, although these are not directly matters for planning consideration.

The first area of change is the demolition of the ramp ceiling and entrance wall. Neighbour comments refer to the increased risk of noise from this area and the reduction of its barrier effect against noise from within the main part of the building. The environmental health officer comments are awaited but informally, following a recent joint site visit, it is suggested that the difference in noise escape is unlikely to be significant and that removal of the noise-funneling effect of the existing structure will be removed, allowing noise to move and dissipate rather than be concentrated towards streets and neighbours to the east and west.

Within the building, the use of resin bonded flooring may affect the wheel-squealing effect referred to. Whilst this does not require planning permission a further view has been sought.

In terms of cladding, this may provide some degree of obstruction to internal noise but as this would not be a solid barrier it is unlikely to significantly change noise escape. Advice has also been requested upon the relative effect of using angled rather than perpendicular-mounted external fins. An update will be given along with the wider Environmental Health response.

The added height (+0.9m - +1.8m) created by the proposed mesh and fins, particularly at the Buckingham Road frontage, will increase the overall perceived height of the building. However, mindful of the existing size of the building (approximately 14m in height) and the permeable nature of the cladding, it is also considered that the effect on the massing and daylighting at neighbouring properties is also unlikely to be significantly changed.

Proposed external lighting on the ceiling of the undercroft area is largely concealed by the ceiling / soffit edge and is intended to comply with lighting institute guidance (ILE) for the reduction of obtrusive light. Mindful of the line of sight between the cluster of lights proposed at the northern end of the undercroft and houses in Chandos Road, along with residual risks to Buckingham Road flats immediately opposite, it is considered reasonable that further details be provided by requirement of a planning condition which could be attached to any planning permission. This can also include the numerous paired lights along the ramp edge between Buckingham Road and Graham Road

The neighbour comments refer to the effects of existing unauthorised uses of the building by skateboarders and others, including noise, music, apparent setting off of car or fire alarms and a sense of personal security risk, and that some noise events (alarms) have occurred during the night. The Community Wellbeing officer notes that skateboarding was previously a problem at the Grafton Road car park deck until it was displaced by the recent opening of the 'Level 1' outdoor restaurant and exhibition space. In response the Council's Car Parking Manager has confirmed that signage prohibiting skateboarding will be replaced and improved along with new signage providing contact information for any enquiries regarding any car park issues.

The car park is intended to remain open over twenty-four hours as at present and its capacity would not be increased. Building security, including night patrols would also continue. The provision of control shutters or doors is outside the scope of this planning application. The Fire Safety officer confirms that cladding is to be A1 Fire Safety rated and the fire alarm is connected to the fire service monitoring system. The Car Parks Manager advises that the alarm is also monitored at the High St MSCP is staffed which is from 6am to 10pm but not thereafter by the after-hours security firm, although site inspections are made during the night-time

Summary

The application is an important part of the wider refurbishment and renovation of this key building and its sustainable future use. The proposed use of cladding is supported both by offers and in principle by residents. Further information regarding colour choice options are due to be received in response to local representations and officer reservations. This, together with further details regarding spacing intervals and profiles for the proposed fins and a revised concept for the 'P' signage, should allow a balance to be struck between the project objectives and neighbour amenities. Planning conditions would be applied to ensure that any final designs are adhered to, along with details of external lighting to be submitted for approval to minimise risk of light pollution.

In terms of heritage, the proposals affect the setting of the conservation area and listed buildings, but represent a significant improvement to the character and appearance of the building, subject to finalisation of the colour choice and the aforementioned details sought in relation to the fins.

Comments are due to be received from the Environmental Health and Fire Safety officers and will be reported. Whilst existing issues of unauthorised use and noise are largely outside the scope of the planning application and its consideration, it is hoped that some parallel management measures in the use of signage to dissuade unauthorised use and to provide contact information for future enquiries to the Council, will assist residents.

Recommendation: Approval, subject to the receipt of amended plans and subject to the following conditions:

Conditions:

1. Adherence to approved final plans
 2. Standard time limit of 3 years for implementation
 3. Sample of cladding materials and finishes for approval
 4. Larger scale details of entrance doors and screens for approval, including materials, finishes and profiles.
 5. Details of external lighting to be submitted, including measures to minimise light pollution.
-

ADDENDUM TO PLANNING COMMITTEE REPORT
22nd September 2021

AWDM/1240/21: Buckingham Road Car Park, Worthing

Additional Information:

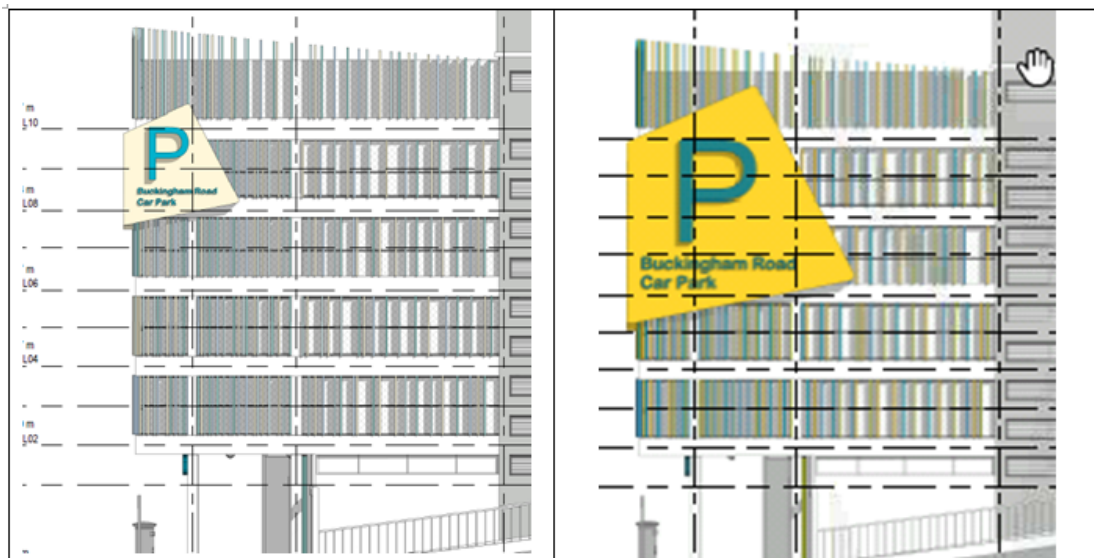
Community Wellbeing Officer: Further Comments

Police are currently unaware of the issues at the location, perhaps because complainants have not reported issues to them. They will be increasing their patrols but it is also important that neighbours are using correct reporting methods (phone 101 or report via Sussex Police website) to raise priority for resources.

Furthermore, the community safeguarding co-ordinator will arrange for questionnaire to be sent to residents in Graham Road, Buckingham Road and Chandos Road shortly. They can complete and return this to the Council's Communities team (anonymously if they want to) to let us know more about any anti-social behaviour they are experiencing. This will provide a better understanding of any problems and assist with a plan of action.

Amended/Additional Information

The proposed 'P' signage has also been reduced to approximately half of its original proposed size, as can be seen in the image immediately below (amended on LHS):



The applicant team has also provided a series of three colour options. These are below (option 3 is the original colour set). Amended plans of the elevations using the colour option 1 have also been received.

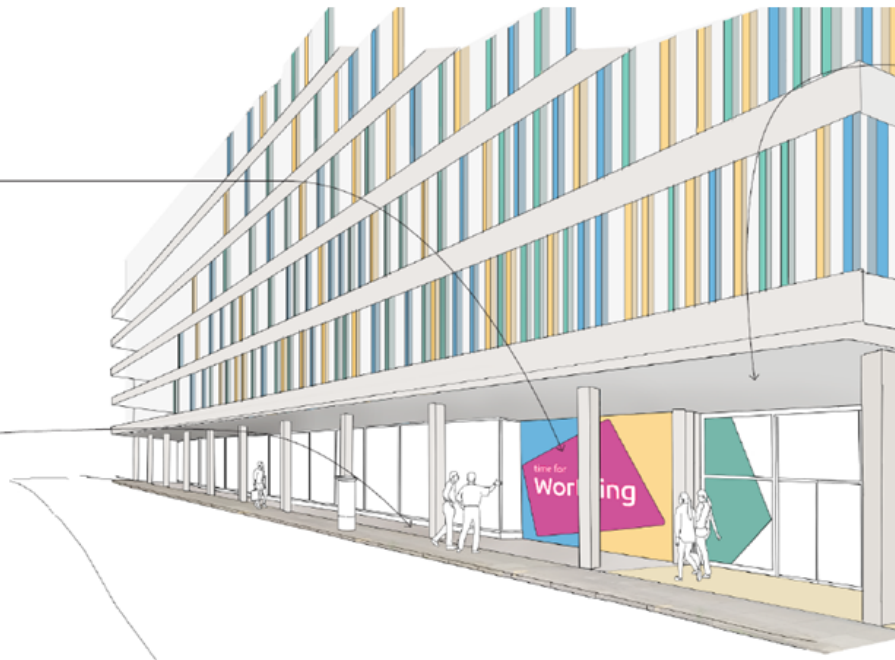
Colour Options 1-3

Option 1 – softer colour shades



Indicative feature wall, to include artwork which can be extended over the new entrance curtain wall.

Solid colour tiles floor, with contrasting colour at the entrance areas



Option 2 – contextual colour shades



Option 3 Original colour shades



Representations (in response to colour options)

Six residents via a resident's co-ordinator:

I've now heard back from 6 of us (including myself) which is fine, especially as those who've responded were the most concerned regarding colour and will have to do in any event.

- 1. The unanimous consensus is for muted, neutral tones - of which there are more in option 2.*
- 2. 5 out of 6 of us prefer the option 2 contextual. However, the deepest tone brick red colour is of concern and it is hard to tell without an intended elevation. If it is used a lot it will be unacceptable, yet because it is quite a lot brighter/heavier it may look strange (stick out) if used only every now and again. A suggestion is that only the first 4 paler colours be used on the fins, with the deepest colour not used at all on the fins but used on say aluminium trim and header frame only around the entrance doors as accent - to emphasise the entrance and "ground" the visual effect. Indeed perhaps one doorway (North entrance) could be in the brick red tone and the other (South entrance) in the 2nd deepest shade which is placed next to it on the colour palette - it would be nice and probably useful for referencing location of incidents if the 2 entrances were distinguished from each other like that. Perhaps you can run that by the architects - to do 2 mock ups one with the red brick colour sparingly but appropriately in the fins and one with the red brick excluded from the fins but used as entrance doorway accent north entrance and (with the other colour) south entrance respectively?*
- 3. The sixth person, who opted for the option 1 blue tones, I will quote here:*

"I like the blue green tones but I'm no designer. I think a muted shade is the way to go. Basically I'm happy with either being muted"

Regardless, we do wish to have a final say on the colour palette, as well as also being involved in any drafts before finalisation.

Officer Comment:

In consideration of the applicant's colour options, the applicant would prefer to use the first option – the pastel yellow-blue-marine shades whereas five of the residents would prefer the second option pastel stone-terra-cotta red shades. Whilst colour choice is among the more variable and subjective matters for consideration, it is recognised that both of these options have merit and both of these would complement the presence of pastel-rendered houses in Buckingham Road and Graham Road.

The applicant's preference for option 1 is regarded as a reasonable balance between context and the aim to signify the distinct function of the building as a key element of town centre infrastructure and the improving of wayfinding to it. Although this colour set does not include the red/stone colours found in the brickwork buildings in Chandos Road and parts of Buckingham Road, the contextual relationship is considered to be reasonably complementary. The precise concentration (clusters or dispersal) of colours can be managed by planning condition.

It has been confirmed that the fins would be angled, and the precise degree has been requested. The applicant would prefer to remain with the square-ended cross-section as shown, rather than a tapered edge, as this is considered more in keeping with the overall recti-linear architecture and provides for more straightforward installation.

The amended 'P' sign is half of its original proposed size and is considered to be reasonably well related to the scale of the north east corner. The 'P' would be backlit and a separate advertisement application would be made. Other signage at the site entrances would not be illuminated.

Recommendation: [Amended to read] **Approval of amended plans** subject to the following conditions:

Conditions [amended in italics]:

1. Adherence to approved final plans
 2. Standard time limit of 3 years for implementation
 3. Sample of cladding materials and finishes for approval, *including deployment of colours (clusters and dispersal) and angle of fins*
 4. Larger scale details of entrance doors and screens for approval, including materials, finishes and profiles.
 5. Details of external lighting to be submitted, including measures to minimise light pollution.
-

COMMITTEE MINUTES 22nd September 2021

AWDM/1240/21: Buckingham Road Car Park, Worthing

The Head of Planning and Development introduced the application and began his presentation by showing Members an aerial view of the site, together with a number of other relevant images, for Members' consideration.

The Officer advised a number of representations had been received in relation to the colour, design and anti-social behaviour experienced within the Multi Storey Car Park (MSCP), and since publication of the agenda, the Officer stated further updates had been received, and referred Members to the addendum that had been circulated shortly before the meeting.

With regard to concerns raised with regard to anti-social behaviour, the Officer advised Environmental Health Officers had raised no objection to the proposal and had stated that as a carpark the land was well established. As the proposal was for refurbishment, land management issues fell outside the determination of the application. However, he advised Members that the application had flushed out some concerns raised by neighbouring residents, and discussions would take place to address issues.

The Officer outlined details of the proposal, and advised Members that, despite concerns raised, neighbouring residents had been supportive of upgrading the car park. The Officer's recommendation was to grant permission.

Some Members raised queries on the presentation for clarification, which were answered in turn by the Officer. There were further representations made by objectors and a supporter. During the debate, a Member recognised the need for refurbishment and for the various safety aspects to be undertaken, partly due to the potential removal of one central MSCP, however, he was against the cosmetic use of the 'fins' and for that reason, felt he could not support the proposal.

The Officer reminded Members that consideration of the proposal had to be on planning grounds and should not be influenced by cost. Following further discussion, the majority of Members agreed with the Officer's recommendation to approve the application, using colour option 1 for the fins (as set out in the addendum).

Decision: The Planning Committee agreed to APPROVE the application, subject to the amended plans, and the following conditions:

1. Adherence to approved final plans
2. Standard time limit of 3 years for implementation
3. Sample of cladding materials and finishes for approval, including deployment of colours (clusters and dispersal) and angle of fins

4. Larger scale details of entrance doors and screens for approval, including materials, finishes and profiles.
 5. Details of external lighting to be submitted, including measures to minimise light pollution.
-

20th September 2023

**Local Government Act 1972
Background Papers:**

As referred to in individual application reports

Contact Officers:

James Appleton
Head of Planning & Development
Town Hall
01903 221333
james.appleton@adur-worthing.gov.uk

Gary Peck
Planning Services Manager
Town Hall
01903 221406
gary.peck@adur-worthing.gov.uk

Stephen Cantwell
Principal Planning Officer (Major Applications)
Town Hall
01903 221274
stephen.cantwell@adur-worthing.gov.uk