



**ADUR DISTRICT
COUNCIL**

**Planning Committee
11 November 2019
Agenda Item 5
Ward: ALL**

Key Decision: Yes / No

Report by the Director for Economy

Planning Applications

1

Application Number: AWDM/1281/19

**Recommendation – Delegate to
Head of Planning for Approval
subject to S106 agreement**

Site: Mannings, Surry Street, Shoreham by Sea

Proposal: Demolition of existing building and structures and construction of building ranging in height from three to six storeys providing 74 residential units comprising 28no. 1 bedroom, 40no. 2 bedroom and 6 no. three bedroom units, including 27 car parking spaces 3 of which are wheelchair accessible, 86 cycle parking spaces, amenity space, soft and hard landscaping and associated ancillary facilities.

2

Application Number: AWDM/1253/19

Recommendation – Approve

Site: Harriet Johnson Centre, 18 Loose Lane, Sompting

Proposal: Replacement of single door and window with double glazed double doors to east elevation.

3

Application Number: AWDM/1482/19

Recommendation – Approve

Site: 2 Sylvan Road, Sompting

Proposal: Provision of access steps and handrail with alterations to existing window to form window and door.

4

Application Number: AWDM/1442/19

Recommendation – Approve

Site: 23 Addison Close, Lancing

Proposal: Shallow steps and handrail to front entrance door.

5

Application Number: AWDM/1403/19

Recommendation – Approve

Site: 7 Myrtle Road, Lancing

Proposal: Steps with handrail to front (west) elevation.

6

Application Number: AWDM/1346/19

Recommendation – Approve

Site: 4 Regent Close, Broadway Park, The Broadway, Lancing

Proposal: Provision of disabled access ramp and handrails.

7

Application Number: AWDM/1531/19

Recommendation – Approve

Site: 23 Willowbrook Park, Old Salts Farm Road, Lancing

Proposal: Remove existing platform and steps adjacent to south elevation entrance door and replace with new platform and seven shallow steps with handrail.

Application Number: AWDM/1281/19

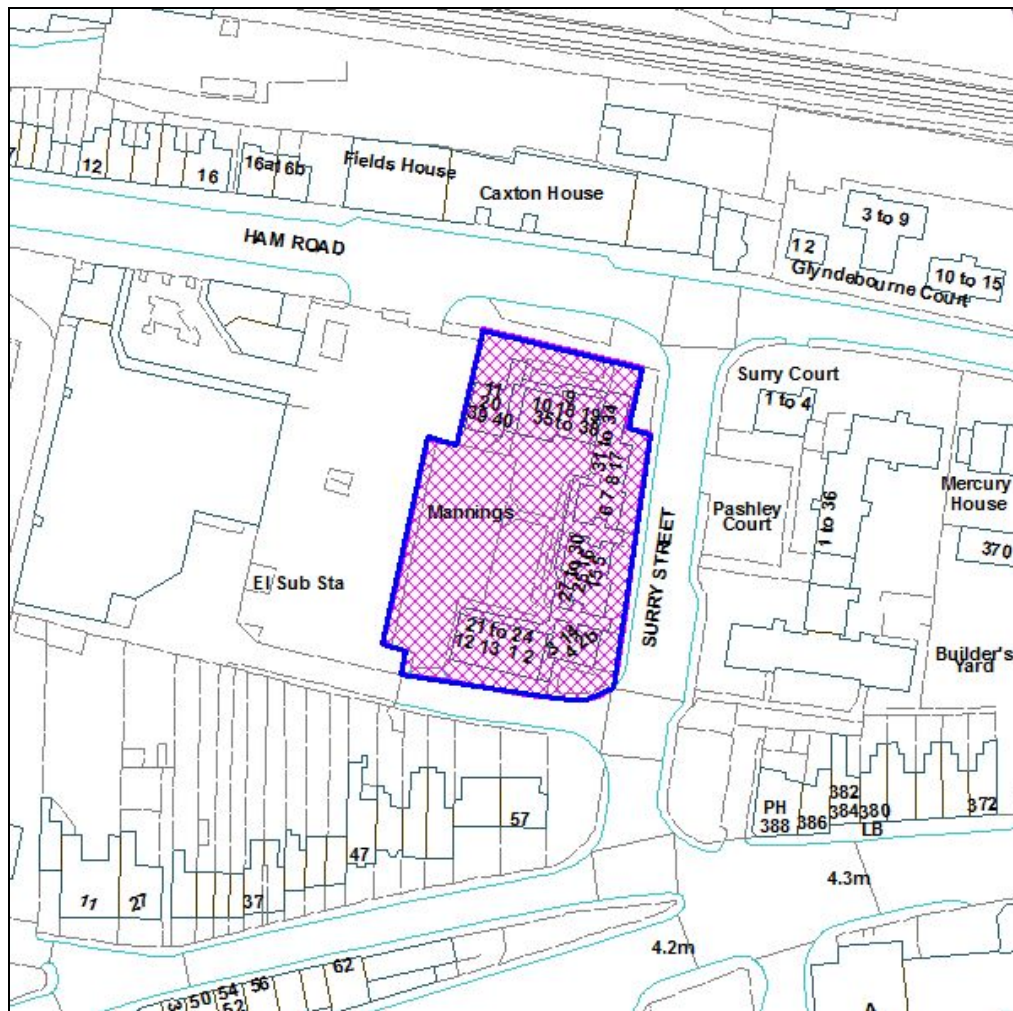
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Applicant: Southern Housing Group
Case Officer: Stephen Cantwell

Ward: St Mary's



Not to Scale

Site and Surroundings

The application site is a rectangular area of 0.28ha located on the west side of Surry Street, also fronting onto Ham Road and a service road behind New Road. It is within the town centre as defined in the Local Plan but is outside the shopping area. It is currently occupied by a four-storey block of flats 'The Mannings' dating from around the 1970s-early 1980s, which occupies most of three sides of the site in a U-shape plan form with some projected wings and stairwells. It is brick built with a flat roof and has a plain, unadorned rather stark appearance. Entrance doors are onto Surry Street, with internal passages connecting through to a partially enclosed courtyard and grassed area at the rear (west).

The courtyard is overlooked by upper balconies and has 27 parking spaces for residents, along with a bin store. The site is separated from the neighbouring car park to the Co-op by a line of tall conifer trees. Vehicular access is to the south of the building, running along the rear boundaries of houses in New Road. There is also a three storey stairwell on the building's southern side. The service road is also used by the adjoining Co-op supermarket to the west, for deliveries.

With the exception of the adjoining Co-op, which forms the edge of the town centre shopping area, the surroundings are largely in residential use, comprising a mixture of houses and flats. Pashley Court opposite the site on the east side of Surry Street, is a series of mainly three storey with some four storey blocks. In Ham Road is the distinctive Old School House and Caxton House, currently under conversion and partial reconstruction, with a long two storey terrace of early Victorian cottages to the west. A grass verge with a few trees lies between the Mannings and roadway in Ham Road and a three storey stairwell projects towards it.

To the south in New Road is a terrace of predominantly two storey houses, largely pre-dating 1900, including listed buildings at Nos. 55-57. These are slightly downslope of the site, albeit the site itself appears level. New Road and Ham Road are also within the Shoreham Conservation Area.

Proposal

Permission is sought by the Southern Housing Group, a Registered Provider (RP) for the demolition of the Mannings, which comprises 40 flats, and to construct a replacement block of between three and six storeys comprising 74 flats mostly one and two bedrooms with 6 three-bedroom flats. There would be 27 parking spaces, three of which are wheelchair accessible along, with 86 cycle parking spaces. Both the existing and proposed flats are/would be for affordable housing, although the tenure mix (rented/shared ownership), would change, as set out later in this report.

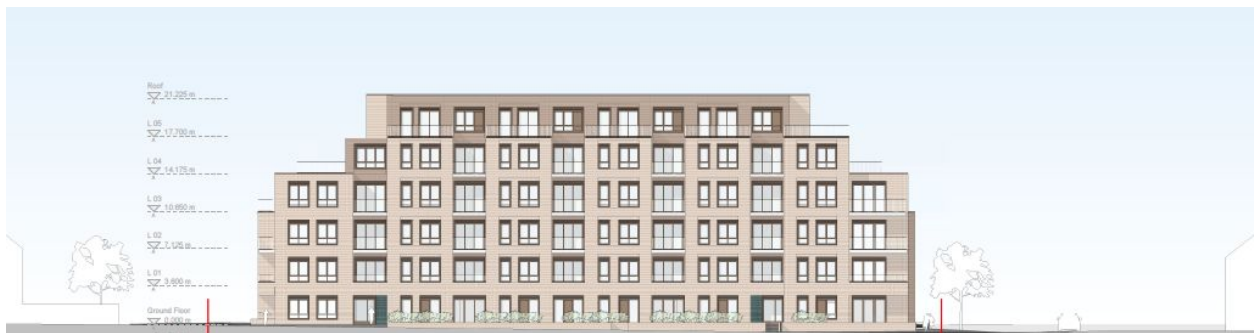
The proposed building would also use a U-shape plan form and would be approximately 2.5m wider along its Surry Street frontage, and closer to the Ham Road frontage by a similar amount, although a stairwell of the existing building already

protrudes here. Its southern wing would be set at a slightly different angle from that of the existing wing and would therefore be in part, around 1.4m further back from the service road and neighbours in New Road. It would be longer than the existing wing, the upper-floors over-sailing the access to the rear car park.

In terms of height, the existing building is approximately 12.4m, except at the two lower stairwells which are 9m. The proposed building ranges between 10.4m at the three storey bays, which would project at the southern and northern elevations, and 21.8m at the six storey central section. Intervening shoulders of four and five storey heights would be approximately 14m and 17.8m respectively.

Each façade has recesses and projections, particularly at the Ham Road and service road corners and frontages, which create bays or contain recessed balconies. Roof terraces and green roofs appear on the 4th – 6th floors on the north and south elevations. The palette of materials uses two contrasting red-tone bricks, which are deployed to emphasise the bays and distinguish the upper two floors. Projected bands are proposed for the ground floor level to add interest at eye level (see images below). Windows and window reveals would be bronzed-metal. Doorways would be distinguished by green-blue tiled recessed entrances.

To the rear the footprint of the central wing is markedly deeper than the existing and in the courtyard the grassed area is replaced by reorganised parking spaces, including outdoor cycle frames. A single storey building, comprising a plant room with adjoining secure cycle storage would be built at the south west corner of the site. The main site frontages would be defined by low walls variously of brick and flint, with small patios and planting.



Relevant Planning History

None relevant

Consultations - summary

West Sussex County Council:

Highways - No objection

The proposed 27 car parking spaces is less than standard but consideration of demand, including the applicant's parking capacity survey, suggests minimal impact onto surrounding streets. The proposed development is forecasted to generate a small increase in vehicular movements than has been generated historically by the site. These will be spread across the day. It is anticipated that there will be a small demand for temporary parking outside of the site, focused around the time at which the nursery opens and directly prior to the end of the day.

Mitigation of impact should include sustainable transport provisions via a Travel Plan and the applicant's commitment to explore a car club should be pursued. Are the 4 parking spaces in Surry Street intended for this?

Access locations are satisfactory and sufficiently safe. It is also close to Shoreham station and retail & commercial services and extensive cycling network (NCN Route 2, the South Coast Cycle Route, and Regional Route 79) which provides cycling routes from the site to several employment locations.

Development generates an additional 14 two-way vehicle movements during the AM peak and 13 during the PM peak. It would not have 'severe' impact on the operation of the highway network, and that there is no transport grounds to resist the proposal. Conditions should include requirement for a travel plan and its implementation, including the car-share club.

Planning - Comments

Based on increase of 34 dwellings, contributions (£) are requested towards County services infrastructure as follows:

Libraries	3,373
Education	0
Fire & Rescue	269
Transport (TAD)	37,400
<u>Total</u>	<u>£ 41,041</u>

Libraries: contribution for additional stock at Shoreham library.

Education: contributions exclude additional child population generated by 1 bed units and Social Rented Housing as a nil child product is assumed for these dwellings.

Fire and Rescue: contribution to be used towards supply and installation of fire safety equipment to vulnerable persons homes in Shoreham / Southwick. Fire hydrants serving the development to be provided by use of a planning condition.

Access: based on the increased population, a contribution is required and would be used for Cycle Route Improvements on the A259 in accordance with the Shoreham Harbour Transport Strategy (2016-2031).

Legal Agreement:

Contributions should to be made by legal agreement (s.106), paid upon commencement of development, index-linked, with review mechanism if payment falls due after 31 March 2020 (query – is BCI sufficient) and taking into account changes in occupancy rates if after the 2021 census. Any alteration to the housing mix, size, nature or tenure, may generate a different population thus requiring re-assessment of contributions. Calculations above should be checked and may be revised if a s.106 agreement is completed after 8th January 2020.

Where access roads are private, the s.106 should provide that they can never be offered for adoption. The required standard of construction should also be verified (condition).

Note: Any Traffic Regulation Order (TRO) e.g. for on-street parking restriction if required) should be paid either on the commencement of development or receipt of a TRO application to the County Council, whichever occurs sooner.

Archeologist - No objection

Recommends planning condition for scheme of investigation and site survey.

Lead Drainage Officer – No objection

Records indicate that the site is at low risk from surface water flooding although high risk exists just outside of the site. It is at moderate risk from groundwater flooding. It is also within a source protection zone.

Sustainable Drainage Systems (SuDS) is proposed by below-ground storage landscaping, such as permeable paving and green roofs, rain gardens, can also assist. Detailed SuDs drainage designs and calculations and future management and maintenance should be submitted and approved pre-commencement.

Police – No objection

Pleased to note use of 'Secure By Design' principles in the proposed development. He recommends further direct consultation with the developer. Among the detailed guidance given on several internal and external crime and safety matters, the following are of particular interest to this planning consideration and possible use of planning conditions:

- Fencing: low fencing to be maintained at frontages to enable surveillance; taller at the rear of security,
- Lighting: dusk to dawn lighting recommended in doorways and at the vehicular entrance, where he notes potential for conflict between users of the bike & bin stores and motorists. Bollard lighting acceptable for wayfinding elsewhere but and may require some other (taller/higher) lights for security,
- CCTV: in doorways and with secure postal arrangements,
- Bike stores: the enclosed cycle store should be split into two sections to increase difficulty to thieves and reduce the number of cycles that can be easily accessed at one time. It should be well lit internally with no external window. Transparent polycarbonate or strengthened glass sides roofs are highlighted for the external cycle storage is available, to provides shelter and good surveillance

Adur Council:

Environmental Health Officer – No objection

Acoustic report and sound-reduction glazing is acceptable but rather than associated use of trickle vents for windows, which risks rooms becoming stuffy, particularly the south-facing units and residents will consequently open windows and be exposed to the external noise. He recommends a planning condition to require mechanical ventilation and heat recovery system (MVHR) is used, with summer bypass, for the whole development. This would to bring cooler outside air into the rooms during the summer months and will save on winter heating costs.

Engineer – No objection

Note. The site on the periphery of Flood Zone 2

Housing Officer - Awaited

Parks & Open Spaces Officer – Awaited

Southern Water – Comments

Initial study indicates need for reinforcement of sewerage network by Southern Water (SW) in order to avoid increased risk of flooding. To be funded through the New Infrastructure Charge and SW's Capital Works programme. SW to undertake detailed modelling, working with developer.

Detailed check also needed of any sewers and mains crossing/close to the site and clearance of 6m. Separate consent is needed for sewer connection or removal/abandoning of a public sewer.

Recommends conditions:

- Pre-construction details of foul and surface water sewerage disposal for approval in consultation with SW, including pollution control for surface water (Sustainable Drainage - SuDS), if needed.
- Timing/phasing of development to align with sewerage network reinforcement to ensure adequate capacity

Arrangements must also be secured for SuDs maintenance in perpetuity.

Environment Agency - confirms no comments.

South Downs National Park – No objection

Due to distance and urban context it is unlikely to have an adverse impact on the setting and special qualities of the National Park. However, an appraisal of internal & external lighting is advised to ensure no harmful effect on International Dark Skies Reserve, in accordance with statutory Duty of Regard.

Adur District Conservation Area Group - No Objection

Representations – Ten letters

Summary: 2 letters of support from Mansell Road and Willmott Road.

8 letters of objection from New Road, Brighton Road and Ham Road

Comments in support

- 1) Good design
- 2) Concern at reduced number of rented homes
- 3) Upper floors have access to only one stair/lift – what in event of breakdown?
- 4) Recommend increase in parking and add disability spaces.

Comments in Objection

- 12 Balconies and roof terrace overlook walled gardens and, living rooms and bedrooms of 49-57 New Road, more direct line of sight than existing windows

- Cladding of balcony would be insufficient, needs creative design to safeguard privacy in New Road.
- Balcony distances should be measured to outer edge which is closest point to neighbours
- Additional floors too high for the area and loss of view for residents
- Loss of light from taller building should trigger overshadowing assessment by the Council – 25 degree rule may have been incorrectly assessed. Calculations should be checked for accuracy
- Council should require Vertical Sky Component and Annual Probable Sunlight Hours to be checked
- Support principle of new homes
- Does not preserve or enhance setting of conservation area and listed building, should be informed by Victor-Georgian development of the area.
- Concern that the height of other new buildings has damaged town and historic character and will be viewed critically in the future
- Loss of mature trees in Surry St and Ham Road, to be replaced by pruned & sterile vegetation.
- Whilst admiring policy of reducing traffic concern at insufficient parking space and pressure on existing on-street parking.
- Residents unlikely to rely heavily on cycles. New multi storey car park
- Introduce resident parking permits?
- Insufficient other transport infrastructure
- Provision for schools and health services?
- Demolition dust, possibly toxic and air pollution
- Construction noise and mud on road for long period

Relevant Planning Policies and Guidance

Adur Local Plan 2017:

Relevant policies include 1, 2, 3, 11, 15, 16, 17, 18, 19, 20, 21, 22 & 28 - 36.

Development Control Standards: Space Around New Dwellings & Flats (ADC)

The Provision of Service Infrastructure Related to New Development in West Sussex – Part 1 (WSCC)

Guidance on Parking at New Developments, May 2019 (WSCC, August 2019)

Shoreham-by-Sea Conservation Area Character Appraisal & Management Strategy (2008)

National Planning Policy Framework or NPPF (CLG 2019)

Planning Practice Guidance (CLG 2014-present)

Technical Housing Standards – Nationally Described Space Standard (CLG 2015)

Shoreham Harbour Heat Network Study (2015)

Relevant Legislation

The Committee should consider the planning application in accordance with:

Section 70 of the Town and Country Planning Act 1990 (as amended) that provides the application may be granted either unconditionally or subject to relevant conditions, or refused. Regard shall be given to relevant development plan policies, any relevant local finance considerations, and other material considerations; and Section 38(6) Planning and Compulsory Purchase Act 2004 that requires the decision to be made in accordance with the development plan unless material considerations indicate otherwise.

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

In accordance with NPPF, the Adur Local Plan Policy 1 supports the principle of development which is sustainable in terms of meeting economic social and environmental objectives, including: the right types of development with provision of infrastructure; sufficient number and type of homes in well-designed environments and the protection and enhancement of existing built environments, minimising energy needs and pollution and adapting to climate change.

Policy 2 supports redevelopment in the built area and in Shoreham Town Centre, which contains the application site, policy 11 includes new housing as part of its development focus. The policy also promotes the interests of cyclists and pedestrians. Development must respect the setting of the historic town centre under this policy and the heritage and conservation policy 16, it should not have an adverse impact on views or the setting of St Mary de Haura Church.

In terms of design and impact policy 15 requires high architectural quality to respect and enhance the character of the site, and the prevailing character of the area, in respect of proportion, form, context, massing, siting, layout, density, height, size, scale, materials, detailed design features and landscaping. It should contribute to a sense of place and avoid unacceptable impacts on adjacent properties, particularly residential dwellings, including unacceptable loss of privacy, daylight/sunlight, outlook or open amenity space. Development densities of at least 35 dwellings/ha across the District, are expected to be higher in town centres, according to policy 22, but policy 1 recognises that there is a balance to be considered between any adverse impacts of

granting permission and whether these would significantly and demonstrably outweigh the benefits.

The principle of additional housing, as proposed by the current planning application is supported by policies 1 & 2 and generally by NPPF. Furthermore the existing building has no notable value in terms of its heritage or architecture and so there is no in-principle objection to its replacement.

In the applicant's supporting statement it is explained that the current proposal arose from a 2015 survey of the existing building, which indicated deterioration and inherent design problems, (e.g. poor insulation, failing roof, damp), along with need to replace old mechanical and electrical services, which had led to heat loss and condensation. However, repair and replacement work could not resolve the inherent defects within the fabric of the building due to the nature of its construction, also residents' dislike of shared and insecure through-building accesses, shared balconies, poor site security and poorly located outdoor space. In consultation with residents of the Mannings, it was concluded that redevelopment would be preferable.

The proposal would increase the number of homes on the site from 40 to 74, for two reasons: in order to contribute towards the number of homes required under policy 21 of the Local Plan and to improve the balance between funding required for redevelopment and the amount of future income. These reasons are considered in the *Housing Mix and Tenure* section of this report.

These reasons have led to a building of greater height and greater density than the existing (143 existing dwellings/ha becomes 264/ha). There are several current important benefits to consider, among them: new and additional homes of mixed sizes built to modern standards; a building of considered architectural design; access to town centre facilities and access public transport links for a greater number of people. There are also impacts from the greater size and density of development: its relationship to its surroundings and neighbours; the reduced outdoor space and likely increase in vehicles without increased parking space. These will be considered throughout this report, including mitigations which might reduce the impacts. A balance will be set out in the conclusion.

Housing Mix and Tenure

Mix of Homes

Table 1 below summarises the sizes of the existing and proposed flats and their percentages alongside local plan need in the right hand column.

Table 1: Existing and Proposed Flat Sizes and Need

<i>Size</i>	<i>Existing</i>	<i>Proposed</i>	<i>Need*</i>
<i>One-bed</i>	<i>4 (10%)</i>	<i>28 (37%)</i>	<i>15-20%</i>
<i>Two-bed</i>	<i>36 (90%)</i>	<i>40 (54%)</i>	<i>40-55%</i>
<i>Three-bed</i>	<i>0 (0%)</i>	<i>6 (8%)</i>	<i>25-30%</i>
Total	40	74	

* Percentages from Objectively Assessed Needs, 2016 & Adur Local Plan para 4.38. The percentage range is combined for social rented and shared ownership

The table shows that by comparison with the existing building, the proposal slightly increases the number of the two bedroomed and there is a marked increase in the number of the one bedroomed. Three bedroom flats are a new component, which serve to widen the mix of household sizes in accordance with policy 20 which promotes family homes (2-3 bedroom) in town centre development.

The right hand column shows the percentages of homes of different sizes needed in the affordable housing sector, as identified by the Council's objectively assessed needs study and Adur Local Plan. The proposal for 54% of two bedroom flats falls within the need range and accounts for the greatest number of new flats in the development. The percentage of proposed one-bedroom flats is greater than the need range but the applicant explains that this is the most affordable accommodation and is especially suitable for entry-level shared ownership. The introduction of a modest number of three bedroom homes to the site is considerably below the need range, however this reflects the limitations of the site and high density development, where provision of outdoor space for family use is limited to roof terraces and balconies.

In summary, the wider range of sizes in the proposal, is a benefit for town-centre living. It is considered a reasonable compromise between identified need, the limitations of the site and the provision of entry-level shared ownership.

Affordable Homes

As mentioned, the existing 40 flats are social-rented. Their tenure is not subject of any planning restriction. Local Plan policy 21 requires 30% (22no.) of the new flats to be affordable and within this 75% (17no.) should be social flats and 25% (5no.) should be for shared ownership. The applicant, Southern Housing Group (SHG) agrees that this would be secured via a s106 legal agreement and as such it is compliant with policy.

Beyond this policy requirement, it is the intention of SHG as a Registered Provider, that all flats would be used for affordable housing, 17 flats as social rented and 57 flats for shared ownership. Although its intended tenure mix would produce 23 fewer social rented flats than the existing, it provides 34 additional affordable homes overall. SHG also states that it is in the process of purchasing 9 no. recently-constructed, open-market flats at 63 Brighton Road and will convert these to social rented homes to rehouse existing tenants and that other similar purchases may follow. Overall therefore there will be a net increase in the level of affordable housing.

Viability

A viability assessment of the proposal has been carried and peer-reviewed by the Council's consultant for two reasons; firstly to test the ability of the scheme to deliver the 30% affordable housing required and secondly to gain further insight into the financial arguments which have led to a building which is larger and taller than the existing.

The applicant's assessment and the Council's peer review both conclude that the development is not financially viable and that it would rely on a significant subsidy, such as via grant funding or from other financial reserves. The amount of financial deficit predicted by the applicant is £5.28m whereas the Council's Independent Consultant considers that the overall deficit is £1.48m.

The difference is largely due to higher than average build costs assumed by SHG, which is not agreed by the Council's Consultant and to a much lesser extent, due to the ruling out of theoretical costs which would be associated with land acquisition, such as legal fees and stamp duty (as the site has been owned by SHG for some years) however, the predicted differences in the amount of deficit does not affect the overall conclusion that the scheme is not in itself, financially viable. Furthermore they do not affect the conclusion that the securing of 30% through a legal agreement is compliant with planning policy.

On the second matter, the Council's viability consultant has also considered the viability of a theoretical, smaller building of 65 flats and five floors rather than six. Assuming that the rate of build costs (£/sqft) remains the same, he suggests that viability would be considerably worsened. He acknowledges that in practice it is likely that the cost rate would reduce meanwhile other variables such as the higher value income from the flats on higher floors, would also reduce. He concludes that there is insufficient information to accurately state the effect on viability of reducing the building height but it is highly likely that the overall viability position, whether better or worse than the current scheme, would still be negative and the scheme would not be viable without some form of subsidy.

Heritage, Townscape & Landscape

In accordance with policies 11, 15, 16 & 17 and NPPF the Design & Access Statement and Heritage Impact Assessment (HIA) submitted with the application consider the

relationship between the proposal, the town, wider landscape and the South Downs. The HIA considers the adjoining Conservation Area, the dominance of St Mary De Haura Church and the importance of its setting, and the neighbouring listed building at 55-57 New Street. Their findings, regarding the extent of the visibility of the proposals are generally accepted.

The main areas from which the site would be visible are Surry Street and westward along Ham and New Roads and Taramount Lane in the Conservation Area; Ham Road eastward towards the Ham; from Brighton Road and New Road to the south and from vantages along an extensive (approx. 1km) stretch of the riverside areas and path of Shoreham Beach. There are restricted views from the Railway station environs and Gordon Road and limited glimpses from the older town centre in John Street and Middle Street. Views from the South Downs are among the setting of the wider town and coastline.

Ham Road and Surry Street

Surry Street, north of New Road, is characterised by fairly unassuming mid/late 20th century blocks of low and medium rise flats, including the Mannings itself. Ham Road is a wider road the northern side of which retains much of its pre 1914 two storey development of two storey forms, and the notable, taller Caxton House/Old School House of flint and brick. Views from the west, towards the Ham outside the conservation area, contain more recent and taller buildings.

From these streets the additional height of the replacement building is significant; it would add approximately 9.4m height at its centre. Its footprint would also extend generally 2.5m closer to Ham Road, although in Surry Street the slight realignment of the building would move its northern part up to 1.5m back to allow for a slightly more spacious frontage. The added height and footprint would intensify the already heavily built-up character of Surry Street and corner of Ham Road and would reduce the visible skyline.

In part mitigation, the proposed building has pronounced 'shoulders' and bays at its northern and southern ends, which step down to 17.8m and 14m (5.4m - 1.6m taller than the existing), and 10.4m (2m lower than existing). The upper floor is also recessed from then main frontage. These are intended to give some sense of transition from the tallest part of the building, to the lower heights of buildings in Ham Road and Surry Street.

The architectural form is intended to be more sympathetic to local traditions than the existing undistinguished building. It employs a series of recesses along the main site frontage, to contain balconies at first floor and above, also square bays and full-height windows of varying styles, which echo the vertical emphasis and proportions of historic older buildings such as Caxton House in Ham Road.

The use of contrasted red-hue brick tones is also a reference to earlier buildings and is recently augmented by amended proposals which use projected brick courses at the

ground floor, and low flint boundary walls, adding interest at street-level, also echoing the varied textures of older buildings (brick coins & bands and flint work at Caxton House). At upper levels features such as the roof gardens and landscaping are intended to introduce activity and visual interest, additional side facing windows may be added to further enliven the end sections of the tallest part of the building. The photomontages do not show the brick colour very effectively and the applicant has been asked to provide examples of other buildings using the proposed brick.

It is noted that the predominance of painted render of Victorian terraced houses on the north side of Ham Road has not influenced the proposed design, the use of which might have helped to create a lighter appearance. However, it is also the case that many buildings to the west are of brick and as such the considered use of brick variations and textures is locally relevant. It is also relevant that the applicant is keen to reduce future maintenance costs and ensure that the appearance of the building does not deteriorate over time.

In summary, the building, whilst significantly larger and more prominent in these views, is superior in architectural form and detailing. To some extent it provides transitions in height, which help to soften the overall mass and despite its size, it has contextual references which, if well implemented, would be an interesting addition to the streetscene. The overall balance of size and design in relation to the character of the area and setting of the Conservation Area, is considered a fairly positive one.

New Road & Brighton Road.

Like Ham Road, the New Road Conservation Area retains much pre-1914 development, notably rendered two storey houses along a relatively narrow and intimate street which affords little or no public views of the site until the junction with Surry Street. At the junction is number 55-57 New Road, immediately to the south of the site and service road. This is a listed Georgian building, with rendered frontages, decorative columns and a pitched, slate roof. It is an important and prominent building of character which serves as an important landmark and link between the conservation in New Road and Brighton Road.

From the environs of 55-57 New Road and Brighton Road the existing building at the Mannings, is seen as a direct backdrop and setting to the listed building. Given the very limited architectural interest of the existing flats and its unrelenting mass, it is considered to provide a fairly poor setting to the listed building. The HIA observes that the proposal with its increased architectural variety and interest and its partial increased set back (approximately 1.4m) including its stepped southern roofline, would appear more sympathetic to the listed building.

Officers agree that the proposed architectural form and materials are more varied and interesting, and that the proportions of its windows and bays are sympathetic to local traditions. In this respect it can be seen as an important design improvement. It would also remain visually distinct from the listed building. It is however significantly taller and more visually prominent in the setting and skyline of the listed building so that the

overall impact upon it and this part of the conservation area is considered to be closer to a neutral one rather than an enhancement.

Tarmount Lane

It is noted that there is a view of the site across the Tarmount Lane car park to the west of New Road within the conservation area. The existing roof of the Mannings is partly visible but much screened by trees. The proposed taller building would be more visible from here. The HIA attaches little importance to this view as it is across an unremarkable public car park. Nonetheless, officers would attach some importance to this public view from the conservation area but given the intervening distance and the presence of other buildings, including the Co-op and Police Station, the impact is unlikely to be harmful upon its character, although a planning condition would be justified, to control future additions to its roof such as plant and aerals.

South and West, including St Mary De Haura

Views from the south and west along the northern edge of Shoreham Beach and the Ferry Bridge are of the gently-undulating roofscape and varied buildings of the town and conservation area. This is punctuated by modern and somewhat taller development in progress partly in the foreground and towards the east. The focal importance of St Mary De Haura Church remains and the Downs are seen between and above buildings from many vantages.

The HIA acknowledges that, the proposed building would be visible but set among the varied roofscape or behind taller new buildings and that any screening of views of the Downs would be limited. Whilst no montage of the scheme is available from this vantage, officers agree that the roof is unlikely to be unacceptably prominent or likely to harm the undulating skyline of the town, the use muted brick tones as proposed would assist. The use of solar panels on the roof would be subject of a planning condition to require dark, matt or non-reflective finishes, so far as possible. It is agreed that location of the development, its height and tapering form, is unlikely to harm the setting of St Mary De Haura Church or the conservation area.

South Downs

Views from the South Downs, such as from Southwick Hill, contain the varied roofscape of the town including the existing building, also the focal point of St Mary De Haura Church with newer buildings in the background and to the east.

As confirmed by the response from the National Park Authority the distance and urban context it is unlikely to have an adverse impact on the setting and special qualities of the National Park. Again the control of roof plant and solar panels by condition, is justified, along with a condition to approve and control lighting, in the interests of the designated International Dark Skies Reserve within the National Park

Archaeology

Mindful of the previous development of the site, including an early Victorian workhouse and later a children's home, and its proximity to the historic town centre, the County archaeologist has requested site investigation work after demolition, which can be secured by planning condition.

In summary, the proposal, due to its size, would have impacts on the towns-streetscape and conservation area. These are most significant in Surry Street, Ham Road and the New Road/Brighton Road environs, including the setting of the listed building at 55/57 New Road. Mitigation in the form of its stepped heights, and its considered and contextually-referenced architectural design and materials are such that in important ways it is an improvement over the appearance of the existing building and in terms of heritage interests and the requirements of NPPF, any overall harm is less than substantial.

Residential Amenities

Future Residents

Nationally Described Space Standards set out the range of internal space needed for new homes. The proposal meets these requirements, with flat sizes of 50 – 58sqm for one bedrooms, 61-80sqm for two bedrooms and 86-89sqm for three bedrooms. In accordance with Local Plan policy 20, these would all be Accessible and Adaptable dwellings meeting Building Regulations Standard M4(2) and seven ground floor, two-bedroom flats would meet the Wheelchair Accessible Standards (Building Regulation Standard M4(3)). The proposal is therefore considered to meet the meet the internal spatial requirements required for a mix of home sizes.

It is noted that many of the proposed flats (54no.) are single-aspect, having windows facing in one direction only. This is a consequence of the much deeper footprint of the building which includes a central 'spine' corridor to access flats on either side, instead of the existing external decked accesses, which are disliked by numerous existing residents (as summarised in the submitted Statement of Community Involvement). In order to ensure that these flats would receive adequate sunlight, a representative sample of them were studied by detailed light testing. Results demonstrate that all would exceed nationally recommended guidelines; even at lower floors most light values are better than 25% above guidelines and values are better still at higher floors.

In association with policy 15 the Council's Guidance (Space around New Dwellings and Flats) advises that residential development should not have over-developed layouts, site coverage and hard surfacing. The guideline for outdoor amenity space equates to 20 square metres per flat, either in the form of communal areas or individual amenity areas. Building frontages should generally be 3m from the pavement, although it recognises that this may vary according to local character.

The proposal is considered to meet this last requirement well. The building is set back around 4m from the Surry Street frontages, which is slightly better than the existing building. In Ham Road the maximum set back is also around 4m but tapering towards the Surry Street corner, where the frontage is approximately 1.5m from the boundary, however this is limited to part of a dual-aspect flat, where its other outlook is 4m from the pavement. It is also a characteristic of the north side of Ham Road that frontages are close to or at the pavement edge.

More generally, the proposal provides each flat with an individual balcony or terrace, which is partly in accordance with guidance, and partly responds to a survey of existing residents, the majority of whom expressed aspirations for private gardens or balconies. In terms of the amount of outdoor space, the proposal has a rough average of 11.5sqm/flat, which is below the desired 20sqm.

The communal and largest spaces are a pair of roof gardens (100sqm & 145sqm) at fourth floor on the north and south wings. These would replace an existing green space to the rear of the existing building, which is removed due to the deeper footprint and revised parking layout of the proposed building. The existing grass was considered discouraging to use in the resident survey, but it is questionable whether the proposed roof gardens would provide the child-friendly play space also desired by residents. Use of the roof gardens would require careful management, such as avoidance of late evening use, installation of safety rails, well inset from edges in order to minimise risk of noise and line of sight to neighbouring residents, particularly in New Road.

In summary, the provision of individual outdoor spaces is beneficial, but the limited open space is a consequence of the deeper footprint and higher density of the development. Nevertheless the scheme improves the level of private outdoor amenity space with the incorporation of balconies. Some mitigation exists in the close location of the small public space and skate-park at The Ham, within a five minute walk and Middle Road recreation ground is around 15 minutes away. The views of the Parks & Open Space officer are awaited and may indicate the need for provision towards additional facilities at one of these parks.

A noise survey indicates that existing noise levels from traffic on road frontages exceed desirable levels. Acoustic glazing is to be used and glass panels rather than railings are recommended for balconies at Ham Road, to offer some noise shielding. The Environmental Health officer has also recommended a mechanical ventilation and heat recovery system (MHVR), throughout the building so that windows could be closed overnight. However a more selective approach might be an option, so that most susceptible rooms and facades are targeted. Subject to further discussion and in-principle agreement a planning condition could be used to secure this. An update will be given.

Existing Residents / Neighbours

In terms of neighbouring relationships, policy 15 requires that development should not have an unacceptable impact on adjacent properties, particularly residential dwellings, including unacceptable loss of privacy, daylight/sunlight, or outlook. In the interests of daylight and privacy, the Council's guidance advises that principal windows should be 22m minimum distance apart. The distance should increase above 2 storey height but it may reduce where the rear of one building faces another which does not have principal window.

The closest existing neighbours would be the houses at New Road, particularly nos. 49-51, which would be between 21m – 24m from the southern side, four-storey wall. To the north, Caxton House, which is under partial reconstruction and conversion, would be around 23m away. To the east the three and four storey flats at Pashley Court would be around 25m – 38m away. Therefore, to the north and east distances are in excess of the minimum, although only slightly in Ham Road. In New Road they are slightly below minimum. Images below show the number of existing and proposed windows in the north and south elevations. The upper two floors of the proposed are set back approximately 5m from the main elevation.

Proposed	Existing
	
South(New Road)	
	
North (Ham Road)	

North & South Elevations: Proposed and Existing Comparing windowsonly (Not to Scale)

In Ham Road to the north, the numerous existing decked accesses and balconies are replaced by lounge, kitchen-dining and bedroom windows with balconies only at the corner with Surry Street and roof garden at fourth floor. The elevation would face front windows of the Caxton Hall, which is currently under conversion and partial construction. Subject to control of the roof garden (times of use and inset rail), it is considered that the relationship is acceptable in terms of privacy.

In New Road to the south, the existing elevation includes numerous windows to lounges and bedrooms. In the proposal there is a greater amount, also serving lounge, kitchen-dining and bedrooms. Among them are also 12 new balconies, four of them contained by the shallow projected bays which rise up to the second floor, four of them on top of these bays and four at the two ends of the elevation at first and second floor. At fourth floor is a communal roof garden running along much of the fourth floor roof, with the remainder being private terrace for the flat at the Surry Street corner.

This elevation faces towards the rear windows and gardens of houses in New Road, the separation between windows of between 21m – 24m is partly below the guideline 22m minimum. Neighbouring rear gardens are around 11m-12m from the proposed elevation. Neighbour objections include concern that whilst there is already overlooking from the existing building, the proposal would intensify this, despite the slight realignment of the building line which has moved the south-eastern end approximately 1.5m away. Concerns also refer to the introduction of balconies, glazed doors and roof gardens, from which there may be greater a likelihood of being viewed.

In consideration of these objections, it is noted that the existing building is prominent in views from the rear of neighbouring houses and gardens and the risk of being overlooked would be likely to be greater than at present. The slight movement of the new building away is only a small and partial mitigation. By contrast, it is considered that the increased number of windows is unlikely to introduce new lines of sight into areas that are not already overlooked, but the perception of a greater degree of overlooking due to the new balconies and roof garden & terrace is considered to have greater weight.

If each flat is to be provided with a balcony, options for repositioning them are limited and might only apply to two at the south west corner, where internal re-planning might possibly move those onto the northern face of the southern wing. Whilst the applicant has been asked to consider this, it is noted that it would require the construction of new supporting structures away from the main wall of the building, something which the existing design does not do. Furthermore this does not address the other ten balconies and roof-garden & terrace.

A simpler solution would be to require partial obscuring of the balconies for instance by the use of obscure glass safety screens rather than railings and extending these up to a slightly higher safety rail (than the usual 1.1m) in each case. Whilst this would only serve as a partial screen from a seating position and would not affect standing views, it would also partly obscure views between the lower parts of the long glass doors and the neighbours. At roof level, the safety rail of the roof garden is 1m from

the roof edge and is likely to enable downward views. Whilst it is unlikely that this view can be fully eliminated, if the roof area is to be useable, it has also been suggested to the applicant that a deeper set-back be used. An update will be given on these suggestions

Mass and Light

The outlooks from neighbouring properties would be changed by the greater height of the building and slightly greater width along Surry Street and Ham Road. The modern four storey wings would be taller than the existing four storey building, due largely to modern structural requirements and insulation; however, this is considered relatively modest in its impact on neighbours in Ham Road to the north and New Road to the south. The additional two storeys are set back from these frontages by approximately 5m and from the main Surry Street façade by 1m. This helps to lessen the overall mass visible from these vantages and is not considered overbearing upon neighbours. The more varied architectural forms and materials are a significant improvement over the existing, although neighbours in New Road have suggested that more design references could be drawn from older areas, such as New Road, to create greater visual linkage.

The impact of the larger building has been tested in respect of sunlight and daylight to neighbours. In New Road all windows and rooms have been found to meet relevant tests for their Vertical Sky Component (VSC) and No-Sky Contour (NSC) by retaining at least 80% of their existing values, in accordance with national guidelines. Following a query in among the neighbour responses from New Road, concerning the use of a 25 degree daylight test, the applicant's consultant has confirmed that this is a rule of thumb test only and in this case the more detailed technical assessment VSC and NSC have been used and met.

Light tests are also met at closest neighbours at Caxton House & 17 Ham Road, Surry Court and nos. 2-6 Surry St to the south east. At Pashley Court all except three 3 windows meet the test. Those which fall below are beneath external overhanging balconies, which are largely responsible for low values in light modelling tests, so that only 60% rather than 80% of sky view is retained. National guidelines recommend flexibility where shading from existing balconies is a factor. Parts of Pashley Court which are closer to the larger proposed building than these windows, meet the tests. The light assessment, including consideration of the existing balcony, indicates that that the impact is acceptable.

Noise and Fumes

It is noted that plant and tank rooms related to the communal heating system and power, are located on the southern side of the proposed building, approximately 11m from boundaries with New Road neighbours. Further opinion has been sought from the Environmental Health officer concerning any risk of arising noise or fumes, and whether further information or planning conditions would be necessary.

In the event of planning permission a construction environmental management plan (CEMP) would be subject of a planning permission to regulate and guide construction work, including Working hours, and control of impacts including noise, dust and fumes,

Accessibility and Parking

The main pedestrian accesses to the new building would be onto Surry Street, close to each of the southern and northern wings. The southern access would be via a shallow incline to the pavement. Due to site level difference, the northern access would be via four steps and a staged ramp. To the rear are two levels access between the car park and two rear access doors. Three of the parking spaces close to the building are for wheelchair users. Internally there are two lifts to upper floors.

Vehicular access remains via the short service road to the rear of New Road, which is shared with the Co-op for deliveries. Parking comprises 27 spaces, as currently, but four of these are moved to the existing grassed area alongside the southern elevation and access road. Public on-street parking restrictions (1 hour parking), exist in Ham Road and there are public roadside spaces in Surry Street. The proposal also includes 86 cycle parking spaces, mostly in a secure cycle store building accessed from the car park.

In terms of vehicular movements, the County Highway Authority is satisfied that the proposed development would generate small increase in vehicular movements than has been generated historically by the site; an additional 14 two-way vehicle movements during the AM peak and additional 13 two-way movements during the PM peak

In terms of the proposed 27 parking spaces and amount of cycle parking the Highway Authority is also satisfied. According to current County parking guidelines up to 88 spaces may be required for developments of this size in the County's Parking Behaviour Zone 3 of which St Marys and St Nicholas wards are part. It is noted that the existing building would itself generate a need for up to 50 spaces and currently operates below this. However, parking standards allow for reductions where sites are particularly close to public transport and/or where other travel choices are made through a travel plan.

In the current application it is recognised that the site is particularly accessible to the railway station and existing bus stops along Surry Street, with services into Brighton, Worthing and Lancing. This supports a lower parking requirement. A further consideration is the proposed travel plan to be managed by an appointed travel plan coordinator for five years, comprising: a welcome pack with details and timetables of public and private hire transport, including surveys and monitoring of travel modes used by residents; timetables to be updated in prominent places within the development; maps of walking routes and services and encouragement of participation in cycle schemes including proficiency tests.

A further element is the provision of car club membership to new residents for an initial period, including some paid 'drive-time'. The applicant is exploring the provision of a car club with local suppliers, to serve this development and other new developments (such as under construction at Free Wharf), which provide the critical mass for such provision. The applicant agrees to membership provision.

Officers have suggested that at least one potential car club parking space should be identified on site, and that provision should also be made for further spaces to be made available in the future if required by the Council or County Council. This would provide an option for the deployment of additional car club vehicles in the future as demand rises with new development and hopefully existing residents in the area may consider joining.

A contribution (£37k) has also been requested by the Highway Authority, towards the A259/Shoreham, Harbour cycle improvements.

Subject to a legal agreement to secure car club membership and the potential for on-site parking spaces, along with cycle path contribution, the use of a travel plan and engagement of a coordinator, it is considered that the proposed parking provisions are on-balance, acceptable.

Drainage and Flood risk

The site lies just outside and south west of flood zone 2, in Ham Road. There is also some low risk of surface water flooding from existing surface water drainage in the area although the risk on the site itself is regarded as lower still. Surface water from the site currently drains into an off-site surface-water sewer, foul water drains into a combined foul and surface water sewer off-site.

In accordance with NPPF and local plan policy 36, the proposal includes an element of sustainable drainage, in the form of underground storage tanks, which have been designed to reduce the rate of surface water outflow and to take account future volumes allowing for climate change. The Council's Engineer and County Drainage officer support this and request that future management be required as part of any planning permission.

Foul drainage is to be via the existing sewer. Southern Water has requested a condition to require that development is carried out in accordance with a timetable for off-site improvement works, which are expected to be complete within 24 months.

The Environment Agency confirms that it has no comment to make as the site is outside the flood zone. However, in accordance with its standard advice a condition is recommended to ensure and maintain a flood evacuation plan.

An assessment of ground conditions also reveals some risk of historic ground contamination. The Environmental Health officer's comments are awaiting and may lead to the need for standard planning conditions to be applied to manage

remediation. Furthermore, given foundation works above an existing groundwater protection area, a condition is recommended to ensure that foundation design and construction takes into account the need for protection of groundwater.

Sustainability

Air

The site is approximately 35m north of the Shoreham Air Quality Management Area along Brighton Road. A submitted air quality assessment concludes that air quality at and around the site does not exceed limits and that the impact of development is likely to be negligible in most locations, with a slight or moderate impact in the environs of Caxton House. Overall the assessor regards the results as not having a significant impact. The comments of the Environmental Health Officer on this point will be reported as an update.

Energy

The site is within the Shoreham Heat Network Area under policy 19 of the Local Plan and the Council's recently adopted sustainable energy SPD. The future network is not yet in place and therefore the proposal includes a communal heating system within the proposed building with facility to allow connection to the network at some time in the future, which may be secured by legal agreement.

A communal heating system is proposed until such time as the District Heating system is available, fed from a central boiler in the plant room to the rear of the building. Air source heat pumps and solar panels are also mentioned in a submitted energy statement and clarification has been sought as to whether both are to be used. For solar panels a low-reflective / matt design is desirable in order to minimise visual impact when seen from higher vantages, such as the South Downs.

Electric vehicle charging would be provided. Current County guidelines are for 20 – 24% live charging points and 100% passive (cabled ready) spaces to which charging points can be added in future.

Trees & vegetation

Two sycamore trees and three Elders would be removed from the Ham Road and Surry Street frontages. These are of poor quality, although they contribute to the overall mass of vegetation. One of the sycamores has regrown from a stump and is particularly poor. A line of conifer trees at the Co-op boundary are shown to be retained. Although there would not be suitable space for tree planting, a landscaping scheme would provide some new shrubs and grasses at frontages and beside the car park.

Biodiversity

An ecological assessment found that the site has low ecological value and unlikely to impact on protected species. A recommendation was made to include plant varieties which are attractive to invertebrates and to protect trees which are to be retained, during development also to include hedgehog passes under new fencing. These can

be included in a landscaping details condition. A bat survey concluded that are not expected to impact roosting bats, and as such the proposed works may proceed.

Other matters

Infrastructure

As reported in the consultee responses, the County Council has requested infrastructure contributions for accordance with policy 29. These are to cover library and fire service facilities and towards the Shoreham Harbour / A259 cycle improvements. These can be secured by legal agreement.

Education facilities are not required, despite the increase in households. This is due to the proportion of one bedroom flats, which are considered unlikely to house additional schoolchildren. The County Council has not requested a contribution for the 46no two and three bedroom flats which replace the existing 40no two-bedroomed

A view has been sought from the Parks officer regarding open space and play and whether any contribution to off-site facilities should be sought. An update will be given.

Conclusion

The proposal would provide an increased number of homes and range of sizes in accordance with policies and is close to the town centre facilities and transport links. The replacement of the dated and deteriorating building with a modern standard of accommodation is welcomed by residents and includes sustainable energy provisions.

The increased size of the building will change its relationship to its surroundings and neighbours. Its mass is partly mitigated by the use of stepped facades and architectural forms which add variation and interest that is lacking in the existing building, perhaps more could be done to further finesse the appearance by the use of additional contrasted materials and decorative elements, mindful of the heritage value of the conservation area and listed building at 55/57 New Street, although the proposal is considered to meet the statutory and policy tests to preserve or enhance the area.

The use of partial balcony screens can reduce lines of sight towards neighbours to some extent and could be achieved by planning condition and retained in the long term. Further conditions may also be needed to ensure that any plant does not cause noise of vibration nuisance nor visual harm.

Whilst parking space is not increased, a more sustainable approach has been taken to transport, in accordance with policies, including access to a car club, secure cycle storage and a travel plan with coordinator and contribution to the A259 cycle route. In terms of open space, the loss of the communal grassed area is part mitigated by balconies and a roof terrace. The Parks Officer's advice is awaited as to whether any off-site contribution should also be made. Other contributions requested by the County Council can be secured by legal agreement.

Taking these and all matters described in this report into account, the overall planning balance is considered to fall in favour of the proposal.

In the event of approval a legal agreement would be needed to secure the following:

1. Affordable housing 30%
2. Car Club: 3 years membership per household, - £50 drive time and managed
3. Car Club spaces
4. Management of Travel Plan & Travel Plan coordinator post
5. Contributions: Library, Fire, Access
6. Contributions: if required: Air Quality and Parks/Recreation
7. Provision for future connection to District Heat Network.
8. Site Management Plan:
 - Management entity to be responsible for:
 - Roof terraces to ensure safety/privacy rail & signage to avoid late hours use,
 - Flood escape plan and updating of
 - Maintain Sustainable drainage
 - Maintain bike & bin stores & arrangements for collection
 - Maintain any noise attenuation, if required for any plant

Recommendation

It is recommended that the decision to grant planning permission be delegated to the Head of Planning subject to the satisfactory comments of Environmental Health and Parks Officer and the signing of a planning obligation (s106) covering the matters set out in the report and subject to the following conditions:

General

1. Approved Plans including amendments to material detailing.
2. Time limit – 3 years.
3. The submission of plans at a scale of 1:20 plans to ensure high quality design.
4. Materials to be submitted and agreed.
5. Hard and soft landscaping and implementation, including biodiversity measures.
6. Means of Enclosure and Permitted Development restriction on future fences or increased heights.

Highways

7. Provide and retain access, parking, manoeuvring space including delineation car club space and electronic vehicle charging points, with 100% cabling.

8. Engineering specification details for access and parking/manoeuvring areas.
9. Any gate to the parking area to be positioned at least 2.5m back from the edge of the highway in order that a vehicle may wait clear of the highway whilst the gate is being operated. Details of any gate and entry control (if Used), to be approved.
10. Cycle parking provided – plans to show detail of amended cycle shed.
11. Travel Plan – to be submitted and agreed (implemented and monitored through s.106).
12. Provide and retain refuse stores and unobstructed space for collection.
13. Fire hydrant details to be approved and implemented.

Drainage

14. Drainage – details of and timing of provision to be approved in consultation with Southern Water.
15. Drainage – Sustainable surface water drainage to be approved including calculations – runoff including the 100 year event, plus climate change, not to exceed current values and to be managed and maintained.

Sustainability

16. Communal Heating – details and implementation.
17. Solar Panels – details and implementation; non-reflective so far as possible.

Amenity

18. Noise - Acoustic specifications, including acoustic glazing and means of ventilation.
19. Noise - Details of future plant to be approved.
20. Lighting – Details to be approved for security and to minimise light pollution.
21. Communal aerial, no other external aerials.
22. Levels – details to be approved. No subsequent increase in levels.
23. Construction Environment Management Plan, including hours of construction work and minimising of pollution and nuisance.

Archaeology

24. Written scheme of investigation and recording to be approved.

Environmental Health

25. Foundation design and ground- water protection.
26. Remediation (if needed).

11th November 2019

Application Number: AWDM/1253/19

Recommendation – APPROVE

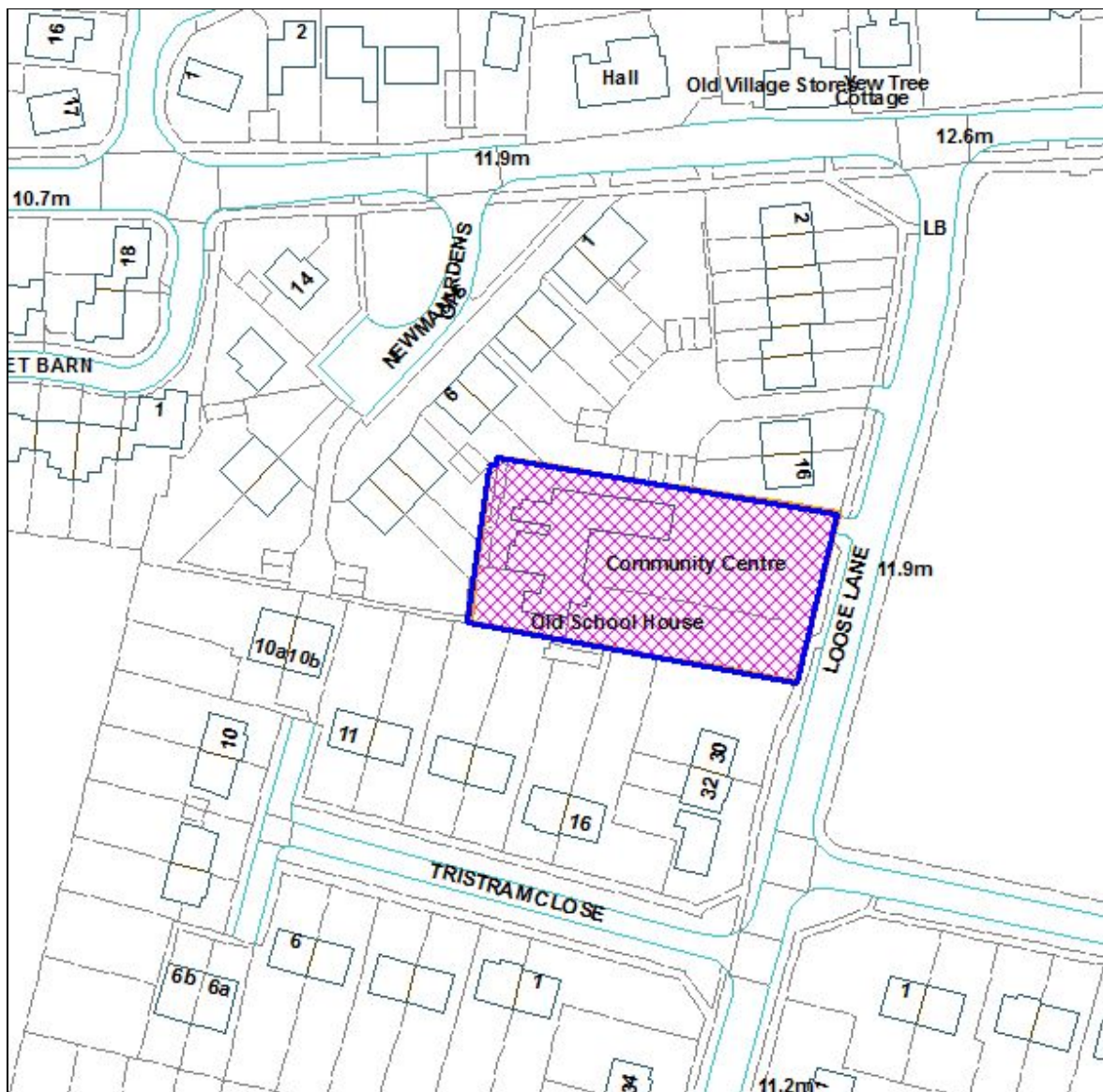
Site: Harriet Johnson Centre 18 Loose Lane, Sompting

Proposal: Replacement of single door and window with double glazed double doors to east elevation.

Applicant: Mrs Carol Stephenson
Sompting Parish Council

Ward: Peverel

Case Officer: Hannah Barker



Not to Scale

This application is presented to the Committee as it has been submitted by Sompting Parish Council in relation to proposed works to property under their ownership.

Proposal, Site and Surroundings:

The proposal seeks permission to replace the existing single timber entrance door and surrounding windows with PVC double doors with windows above. The door is proposed to be black to match existing with white window frames. The entrance as existing has brick and flint detailing surrounding the doors and windows. This will be made good following the replacement doors.

The application site relates to a community building which is also used by Sompting Parish Council as their offices. The building is set back from the highway with parking to the front. It is within a residential locality.

Relevant Planning History: Various alterations and extensions

Consultations: None undertaken

Sompting Parish Council: - The Council supports this application.

Representations: None

Relevant Planning Policies and Guidance

Adur Local Plan 2017 Policy 15
National Planning Policy Framework (2019)

Relevant Legislation

The Committee should consider the planning application in accordance with:

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

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

Planning Assessment

Principle

The relevant issues are the effects on the amenities of neighbouring residential occupiers and the effect on the character and appearance of the existing building and its surroundings.

Visual amenity

The proposed works will not be clearly visible within the street scene due to the building being set back from the highway. The works are also modest and will not alter the overall visual character and appearance of the building. The doors will improve access to the building and create a more uniform, legible entrance point. The decorative brick work will be made good in accordance with the submitted plans.

Residential amenity

It is not considered that the proposed replacement doors will have any material effect on the residential amenities of neighbouring properties. The alteration is within the site set in away from adjacent boundaries and involves works to an existing entrance. The proposal will not result in any changes to the use of the building or its access point.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit

11th November 2019

Application Number: AWDM/1482/19

Recommendation – APPROVE

Site: 2 Sylvan Road, Sompting

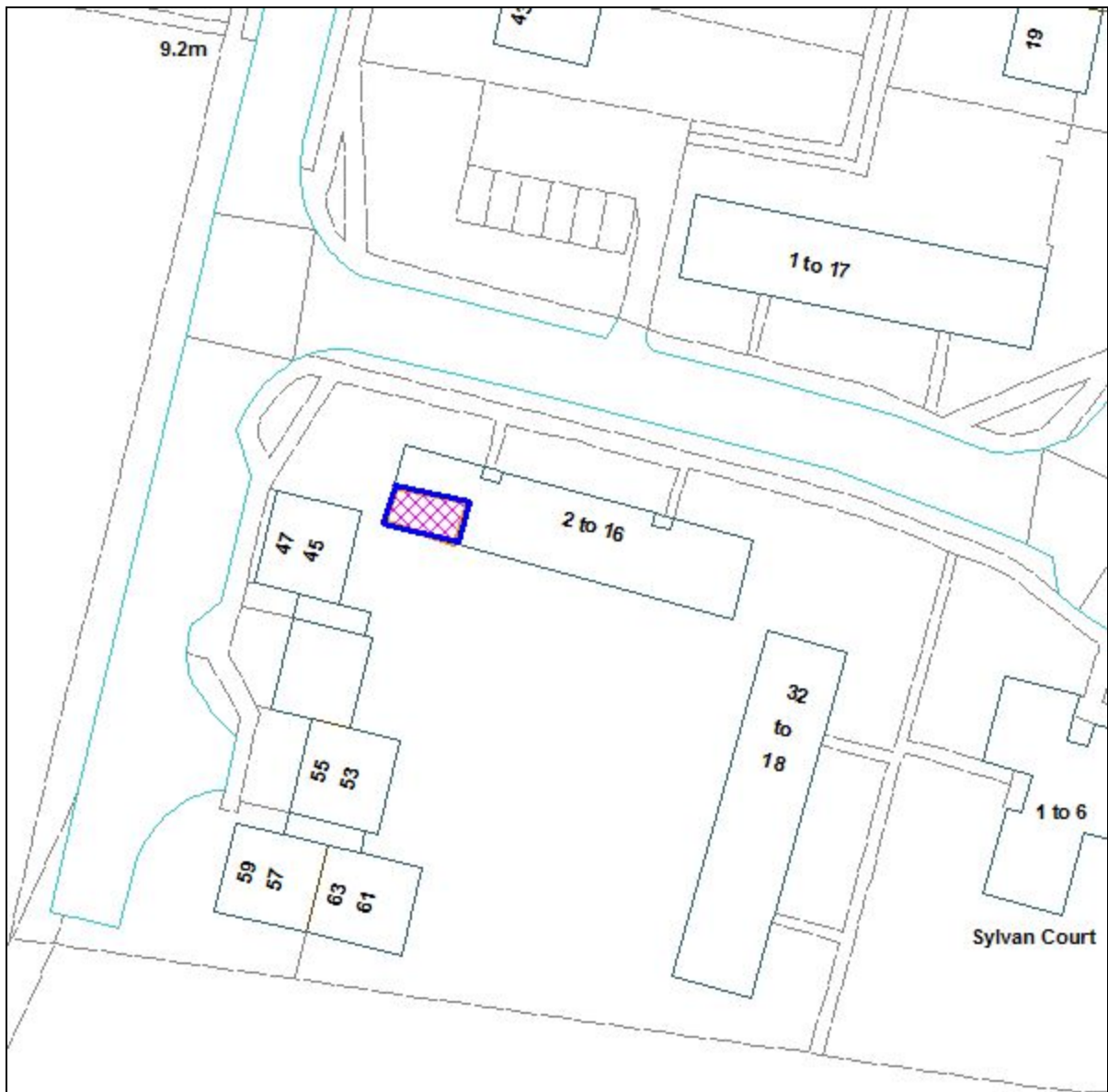
Proposal: Provision of access steps and handrail with alterations to existing window to form window and door.

Applicant: Mr Graham Clark

Ward: Peverel

Case

Officer: Eve Hearsey



Not to Scale

This application is presented to the Committee as it has been submitted by Adur District Council with regard to a Disabled Facilities Grant.

Proposal, Site and Surroundings:

The proposal seeks permission to change the existing large window to a window and glazed door on the south west corner of the property. Outside of the new glazed door will be shallow steps and a handrail.

The property is a flat within a two storey block, and the window is to the rear of the block onto a shared amenity area. Another ground floor flat to the east already has a similar provision for wheelchair access.

Relevant Planning History:

None relevant to the determination of the application

Consultations: None undertaken

Representations: Lancing Parish Council

No objection

Relevant Planning Policies and Guidance

Adur Local Plan 2017: Policy 15
'Supplementary Planning Guidance' No.2 'Extensions and Alterations to Dwellings'
National Planning Policy Framework (2019)

Relevant Legislation

The Committee should consider the planning application in accordance with:

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

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

Planning Assessment

Principle

The relevant issues are the effects on the amenities of neighbouring residential occupiers and the effect on the character and appearance of the dwelling and its surroundings.

Visual amenity

The proposed new window and glazed door will reflect others within the block and thereby will be in keeping with the visual amenities of the block. This is also true for the provision of the new shallow step and handrail. The new access into the flat will provide an improved pedestrian access to the property.

Residential amenity

It is not considered that the introduction of the replacement window with door and disabled access will have any material effect on the residential amenities of neighbouring properties.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit

11th November 2019

Application Number: AWDM/1442/19

Recommendation – APPROVE

Site: 23 Addison Close, Lancing

Proposal: Shallow steps and handrail to front entrance door.

Applicant: Simpson, The Guinness Trust

Ward: Mash Barn

Case

Officer: Eve Hearsey



Not to Scale

This application is presented to the Committee as it has been submitted by Adur District Council with regard to a Disabled Facilities Grant.

Proposal, Site and Surroundings:

The proposal seeks permission to replace the existing steep steps to the front entrance door with shallower steps and a longer stretcher between each step.

Addison Close comprises two storey semi-detached and terraced dwellings, with no. 23 being a middle of terrace, two storey property, which is positioned on the south side of the close.

Relevant Planning History:

None relevant to the determination of the application

Consultations: None undertaken

Representations: Lancing Parish Council:

No objection

Relevant Planning Policies and Guidance

Adur Local Plan 2017: Policy 15
'Supplementary Planning Guidance' No.2 'Extensions and Alterations to Dwellings'
National Planning Policy Framework (2019)

Relevant Legislation

The Committee should consider the planning application in accordance with:

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

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

Planning Assessment

Principle

The relevant issues are the effects on the amenities of neighbouring residential occupiers and the effect on the character and appearance of the dwelling and its surroundings.

Visual amenity

The proposed replacement steps and handrail will provide an improved pedestrian access to the property as the existing steps are quite steep. Visually, the steps and handrail will not look out of keeping with the property.

Residential amenity

It is not considered that the replacement steps and railings will have any material effect on the residential amenities of neighbouring properties.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit

11th November 2019

Application Number: AWDM/1403/19

Recommendation – APPROVE

Site: 7 Myrtle Road, Lancing

Proposal: Steps with handrail to front (west) elevation.

Applicant: Mrs Stella Carter

Ward: Churchill

Case

Officer: Eve Hearsey



Not to Scale

This application is presented to the Committee as it has been submitted by Adur District Council with regard to a Disabled Facilities Grant.

Proposal, Site and Surroundings:

The proposal seeks permission to replace the existing steep short steps with shallow stretched steps and lengthened handrail to the front door of the dwelling.

The property is a middle of terrace two storey dwelling situated on the east side of Myrtle Road. The west side of the road has mainly semi-detached, two storey dwellings

Relevant Planning History:

None relevant to the determination of the application

Consultations: Environmental Health: No comments

Representations: Lancing Parish Council: No objection

Relevant Planning Policies and Guidance

Adur Local Plan 2017: Policy 15
'Supplementary Planning Guidance' No.2 'Extensions and Alterations to Dwellings'
National Planning Policy Framework (2019)

Relevant Legislation

The Committee should consider the planning application in accordance with:

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

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

Planning Assessment

Principle

The relevant issues are the effects on the amenities of neighbouring residential occupiers and the effect on the character and appearance of the dwelling and its surroundings.

Visual amenity

The proposal will maintain steps to the entrance door, but they will become shallower steps with a longer stretch between each step, thereby allowing greater ease of use. The new steps and handrail will not result in harm to the visual amenities of the street scene which has different treatment to the front of the various properties.

Residential amenity

It is not considered that the steps and handrail will have any material effect on the residential amenities of neighbouring properties.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit

11th November 2019

Application Number: AWDM/1346/19

Recommendation – APPROVE

Site: 4 Regent Close, Broadway Park, The Broadway, Lancing

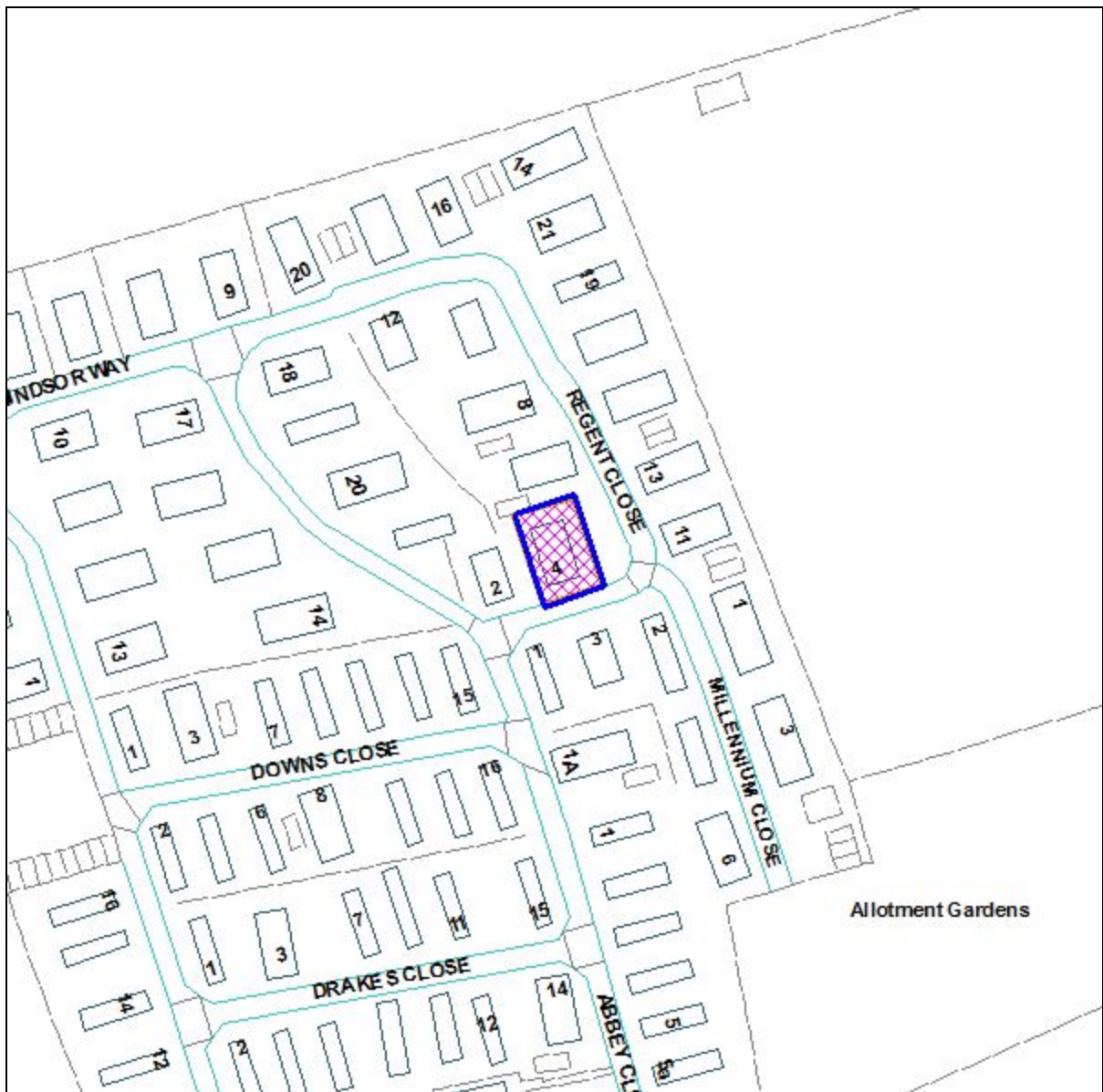
Proposal: Provision of disabled access ramp and handrails.

Applicant: Mrs Betty Gaul

Ward: Widewater

Case

Officer: Eve Hearsey



Not to Scale

This application is presented to the Committee as it has been submitted by Adur District Council with regard to a Disabled Facilities Grant.

Proposal, Site and Surroundings:

The proposal seeks permission to provide a ramp and railings to the entrance door of the existing mobile home. The ramp and railings will be positioned on the west side of the mobile home and will measure approx. 900mm wide x 9.3m long and will lead to a level platform outside of the entrance door.

The site is within the existing mobile home park within the Widewater Ward. Currently there are steps leading to the entrance door of the home, and the application will provide a ramp and railings accessed from the rear of the home, a new concrete level next to the proposal will provide the route to the start of the ramp.

Relevant Planning History:

None relevant to the determination of the application

Consultations: None undertaken

Representations: Lancing Parish Council: No objection

Relevant Planning Policies and Guidance

Adur Local Plan 2017 Policy 15
'Supplementary Planning Guidance' No.2 'Extensions and Alterations to Dwellings'
National Planning Policy Framework (2019)

Relevant Legislation

The Committee should consider the planning application in accordance with:

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

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

Planning Assessment

Principle

The relevant issues are the effects on the amenities of neighbouring residential occupiers and the effect on the character and appearance of the dwelling and its surroundings.

Visual amenity

The proposed ramp and railings will be on the west side of the mobile home next to no.2. Currently there are steps leading to the front door which are located at the front of the mobile home. The ramp and railings will start at the back and gently rise until it is close to the entrance door and then will level out to a platform in order for the wheelchair to have ease of access into and out of the home.

As the front door is located towards the front of the home and cannot be moved, it is necessary to provide the ramp and railings starting at the rear, thereby a further concrete strip will be provided to the side of the proposal in order for the wheelchair user access to it.

Notwithstanding this, it is considered that the new ramp and railings, together with the new concrete strip will not materially affect the visual amenities of the area.

Residential amenity

It is not considered that the access ramp and concrete strip will have any material effect on the residential amenities of neighbouring properties.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit

Application Number: AWDM/1531/19

Recommendation – APPROVE

Site: 23 Willowbrook Park, Old Salts Farm Road, Lancing, BN15 8JJ

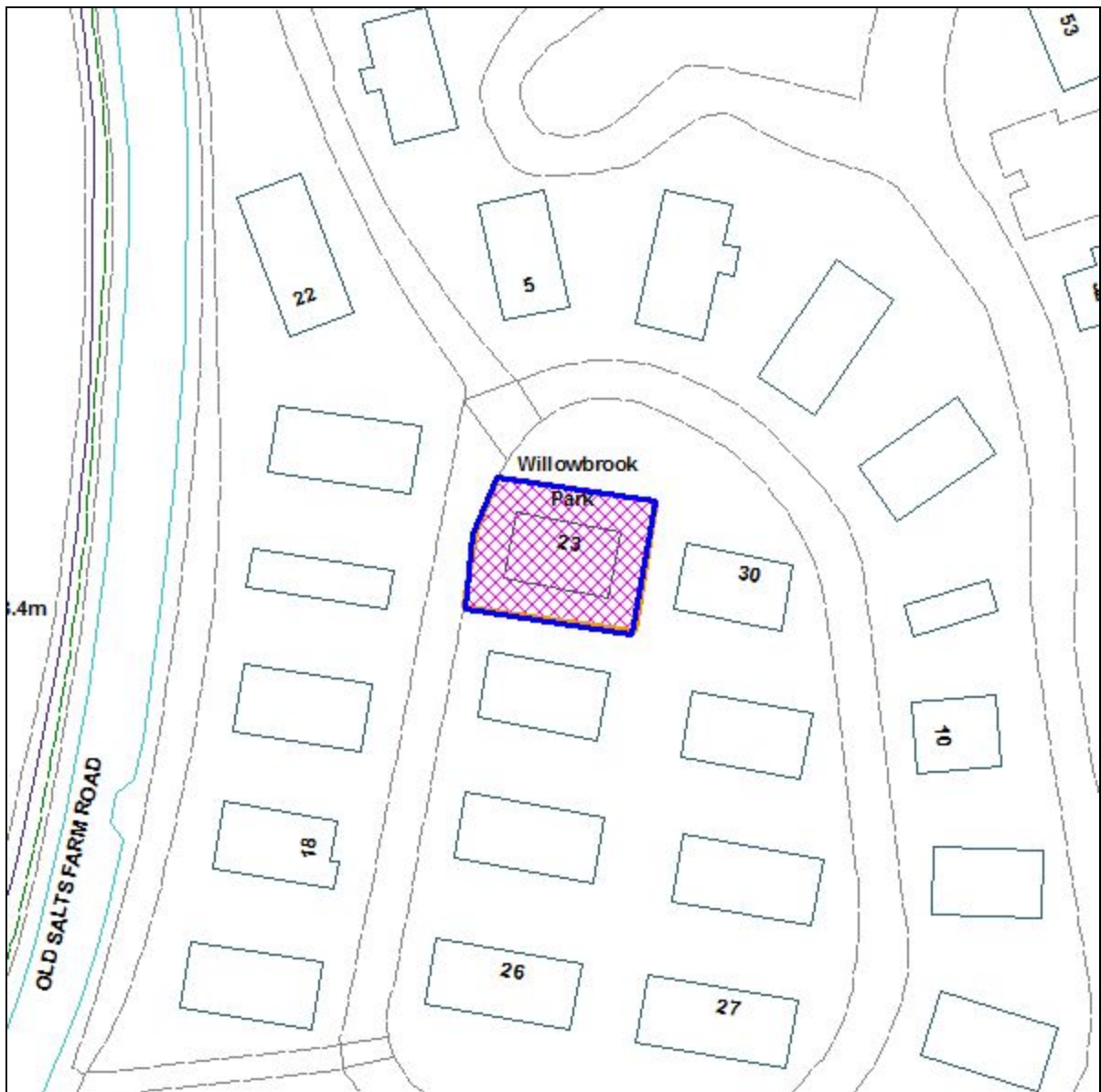
Proposal: Remove existing platform and steps adjacent to south elevation entrance door and replace with new platform and seven shallow steps with handrail.

Applicant: Ms Jacqueline Hartley

Ward: Widewater

Case

Officer: Eve Hearsey



Not to Scale

This application is presented to the Committee as it has been submitted by Adur District Council with regard to a Disabled Facilities Grant.

Proposal, Site and Surroundings:

The proposal seeks permission to remove the existing two way steps and platform to the entrance door on the south elevation of the property and replace with shallower steps and handrail to the entrance door. The new steps and handrail will cover a further distance than the existing being some 6.6m in length from front to back, and have an overall width of some 1.3m

Relevant Planning History:

None relevant to the determination of the application

Consultations:

None undertaken

Representations:

Lancing Parish Council: No objection

Relevant Planning Policies and Guidance

Adur Local Plan 2017: Policy 15
'Supplementary Planning Guidance' No.2 'Extensions and Alterations to Dwellings'
National Planning Policy Framework (2019)

Relevant Legislation

The Committee should consider the planning application in accordance with:

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

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

Planning Assessment

Principle

The relevant issues are the effects on the amenities of neighbouring residential occupiers and the effect on the character and appearance of the dwelling and its surroundings.

Visual amenity

The existing steps are located on the south side of the mobile home and are two way from the entrance door. The replacement steps will do the same, the difference between them being that the new steps are much shallower in tread, and in consequence will take up more space. From front to back it will be approx. 6.6m in length. However, it will not protrude in front of or behind the existing mobile home.

Visually, the steps and railings will not be out of keeping with the area, and thereby will not harm the character of the locality.

Residential amenity

It is not considered that the shallow steps, ramp, platform and railings will have any material effect on the residential amenities of neighbouring properties.

Recommendation

APPROVE

Subject to Conditions:-

1. Approved Plans
2. Standard 3 year time limit

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.