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If calling ask for
Matthew Evans

9 January 2012

Planning Committee

Members are hereby summoned to attend a meeting of the Planning Committee to be held at **10.30 a.m.** on **17 January 2012** at **County Hall, Chichester**.

Tony Kershaw
Head of Legal and Democratic Services

A G E N D A

1. **Declaration of Interests**

   Members and officers are invited to make any declarations of personal or prejudicial interests that they may have in relation to items on the agenda and are reminded to make any declarations at any stage during the meeting if it becomes apparent that this may be required when a particular item or issue is considered.

2. **Minutes** of the meeting of the Committee held on 29 November 2011, attached (grey paper).

3. **Urgent Matters**

   Items not on the agenda which the Chairman of the meeting is of the opinion should be considered as a matter of urgency by reason of special circumstances.

4. **Regulation 3 Application**

   Reports by the Strategic Planning Manager (County Development) attached.

   To consider and determine the following applications:-

   Adur and Worthing Councils

   (a) WSCC/056/11/SU — Replacement of existing Shoreham Harbour footbridge with new bridge suitable for pedestrians and cyclists at Shoreham Harbour, Shoreham-by-Sea, West Sussex.

   County Matter Application

   Adur and Worthing Councils

   (b) WCCC/061/11/SU — Variation of Condition 7 to allow HGV's to leave the site between 06.00 and 07.00 on

Mondays to Saturdays inclusive (retrospective). At Kingston Railway Wharf, Brighton Road, Shoreham-by-Sea, West Sussex, BN43 6RN.

5. **Report of Monitoring, Investigations, Compliance and Enforcement Work by the County Council in West Sussex**

Report by County Planning Manager (County Development) attached.

To note a report which updates and reviews work carried out by the Compliance and Enforcement Team in the Development Division during the period 1 April 2011 – 30 September 2011.

6. **Update on Mineral, Waste and Regulation 3 Planning Applications**

Report by County Planning Manager (County Development) attached.

To note the schedule of County Matter applications and the schedule of applications submitted under the Town and Country Planning General Regulations 1992 – Regulation 3, outstanding on 6 January 2012.

7. **Report of Delegated Action**

Report by County Planning Manager (County Development) attached.

To note the report of applications approved subject to conditions under the Town and Country Planning Act 1990 and Regulation 3 of the Town and Country Planning General Regulations 1992 since the Planning Committee meeting on 29 November 2011.

8. **Date of next meeting**

The next meeting of the Planning Committee will be held on Tuesday 7 February 2012 at 10.30 a.m.

To: All Members of the Planning Committee

WEST SUSSEX C.C.

Planning Committee **Agenda Item No. 4(a)**

17 January 2012

Regulation 3 Planning Application (County Development)

Replacement of existing Shoreham Harbour footbridge with new bridge suitable for pedestrians and cyclists.

Shoreham Harbour Footbridge, Shoreham Harbour, Shoreham-by-Sea

Application No: WSCC/056/11/SU

Report by Strategic Planning Manager

Local Member: Brian Coomber **District: Adur District**

Executive Summary

This report concerns an application by WSCC to replace the existing Shoreham Footbridge, erected in 1921, with a modern bridge to accommodate both pedestrians and cyclists. The bridge links Shoreham town centre to Shoreham beach, and is crossed some 800,000 times each year.

Planning permission is sought to replace the existing concrete and steel bridge with a bridge formed of concrete support piers and deck, with glass parapets, supported by straight stainless steel posts. Where the existing bridge has a north-south alignment, the new bridge would start at the same point on the northern side, but would have a southern landing point some 70 metres east, adjacent to the Lower Beach car park.

The main policies of relevance to this application are policies SP2, SP4, CC2, CC6, CC7, T1, NRM4, NRM5, NRM8, BE1, BE6, SCT1, SCT2, and SCT7 of the South East Plan 2009; and the 'saved' policies AP9, AB4, AB5, AB15, AB16, AC4 and AT10 of the Adur District Local Plan (1996).

No representations objecting to the application have been received, but concerns have been raised in several representations relating to the closure of the crossing during construction, and regarding details of the design of the bridge.

This report provides a generalised description of the site and a detailed account of the proposed development, and appraises it against the relevant policy framework from national to local level.

Consideration of Key Issues

The main material planning considerations are whether the proposal:

- meets an identified need;
- is acceptable in terms of visual/cultural heritage impacts;
- has an acceptable impact on ecology;
- has an acceptable impact on flood risk and the water environment;

- has an acceptable impact on local amenity during construction; and
- has an acceptable impact on transportation and movement of people.

Need for the Development
The existing footbridge has been found to be structurally unsound. Repairing it would not be economically viable, and a new bridge was favoured over repair in pre-application feasibility studies. The need for a replacement has been identified in the West Sussex Transport Plan 2011–2016, the Strategy for Shoreham Renaissance, and the management strategy for the Shoreham-by-Sea Conservation Area.

Impacts on Visual Amenity, including Cultural Heritage
Although a subjective matter, it is considered that the new footbridge would have positive impacts on the Conservation Area and on wider visual amenity. The existing bridge is oppressive and industrial in appearance, whereas its replacement would have a lighter appearance with a glass and stainless steel upper area, and fewer support piers. It would be in keeping with its surroundings and would relate well to the marine environment.

Impact on Ecology
The development would result in temporary, minor impacts on the ecology of the area. However, it is considered that the affected area would naturally regenerate, and that once built, the bridge would reduce impacts on ecology over those experienced with the existing structure. It is, therefore, considered that the development would be acceptable in terms of ecological impacts.

Impact on Flood Risk and Water Environment
The new bridge is considered to be essential infrastructure so is acceptable in the flood plain. It has been designed to reduce built obstructions in the flood plain, reducing the risk of flooding and takes into account the need to maintain the crossing with post-climate change water levels. Impacts on water quality are not considered to be significant, taking into account mitigation measures to ensure best practice in site operations.

Impact on Local Amenity
The development is likely to result in temporary noise impacts for residents near the site. These are not considered to be significant, and subject to details of mitigation measures, would be minimised as much as possible. Impacts on air quality would be negligible. It is, therefore, concluded that the development is acceptable in terms of impacts on residential amenity.

Impact on Transportation and the Movement of People
The new bridge would increase sustainable modes of transport between Shoreham town centre and the beach, providing links for both pedestrians and cyclists. The construction would require limited HGV movements so the impact on the highway network would be negligible.

Conclusion

The proposed development accords with the policies of the development plan, and would result in benefits to the sustainable transport provision in West Sussex. The replacement footbridge is needed as the current bridge is nearing the end of its useful life, and it would improve the visual impact of the crossing, would reduce the

risk of flooding and reduce impacts on the conservation area. There would be some impacts during the construction process but these are not considered significant, and there would be no long term adverse impacts. Overall, it is considered that the development is acceptable, taking into account the development plan and other material considerations.

Recommendation

That planning permission be granted subject to the conditions and informatives set out in **Appendix 1** of this report.

1. Introduction

1.1 This report relates to an application to replace the existing Shoreham footbridge that links the town centre with Shoreham Beach, with a new bridge for both pedestrians and cycles on a slightly different alignment.

1.2 West Sussex County Council (WSCC) is the land owner and, therefore, the application must be considered by the County Council under Regulation 3 of the Town & Country Planning General Regulations 1992 (Statutory Instrument Number1492).

2. Site and Description

2.1 The application site, extending to some 3.2 hectares, comprises an area between Shoreham town centre and Shoreham Beach which includes the existing footbridge and, on a slightly different alignment, the land for the proposed bridge (see **Appendix 2, Site Location Plan).** It is a largely estuarine environment along the river Adur, along with landing areas adjacent to the A259 to the north, and Lower Beach Road to the south. The bridge and its replacement connects/will connect Shoreham town centre to Shoreham Beach, a peninsular separated from it by the River Adur.

2.2 The site's red line application boundary (see **Appendix 2, Site Location Plan**) also includes areas either side of the existing and proposed bridges which would be used for construction activities including a site compound on the southern side within the Lower Beach Road car park.

2.3 The existing bridge is some 2 metres in width, and is formed of 12 concrete supports with concrete 'spans' above, and concrete 'walls' to some 1.6 metres in height. It has a retractable mid-section, allowing boats to travel up river as far as the Norfolk Bridge, with steel-mesh walls and curved metal arches above.

2.4 The bridge's northern 'landing' is currently located between Coronation Green, an area of public land, and a slipway called Dolphin Hard. This is immediately adjacent to a toucan crossing on the A259 (Brighton Road / High Street), which in turn links to the pedestrianised East Street.

2.5 Its southern 'landing' on Shoreham Beach is in front (north) of two storey dwellings on Lower Beach Road. There are dwellings west and east of these, and a block of flats fronting Riverside to the rear. The Waterside Inn public house is some 120 metres east of the bridge, with moored houseboats in front of this and to the east.

2.6 The new bridge would have a southern 'landing' some 70 metres east of the existing, in an area adjacent to the public house, used as a public car park (see **Appendix 3, General Arrangement**).

2.7 The existing bridge forms the eastern boundary of the Adur Estuary Site of Special Scientific Interest, while the Shoreham by Sea Conservation Area extends across the northern half of the river. The entire site is shown, in WSCC's Strategic Flood Risk Assessment (Capita Symonds, January 2010), to be within an area considered to be at high risk of flooding (Flood Zone 3).

3. Relevant Planning History

3.1 None of relevance.

4. The Proposal

Background

4.1 Planning permission is sought to replace the existing Shoreham footbridge, now some 90 years old, with a modern bridge to be shared by cyclists and pedestrians, and entirely accessible by wheelchair.

4.2 The existing bridge, formed predominantly of concrete, would be replaced with a bridge designed to be lightweight in appearance, and to complement its surroundings (see **Appendix 7, Artist's Impression**). The new bridge would have a roughly north-west/south-east alignment, compared with the north-south alignment of the existing (see **Appendix 3, General Arrangement**).

4.3 The new bridge would be some 213 metres in length, with seven supporting piers below, compared with twelve currently. The bridge's length would include a land-supported causeway of some 14 metres on the northern landing, replacing an existing span (see **Appendix 3, General Arrangement**). The bridge would generally be 4.8 metres in width (4 metres between handrails), widening to 6.1 metres in width on the central opening area to allow additional space for stays and a mast (see paragraph 4.7).

4.4 Overall, the bridge's deck would be at a slightly greater height than the existing bridge to take into account the implications of climate change. On the southern side, it would be around 1 metre higher than it is currently; on the northern side it would be 12 centimetres higher, and over the river it would be, at most, 1.15 metres higher than its current height (see **Appendix 6, Finished Levels**).

4.5 As with the present bridge, it would have concrete lower elements (piers and deck) but with reinforced glass walls separated by straight stainless steel posts. The glass walls would be 1.6 metres in height, with a stainless steel rail at 1.2 metres above deck level. Low-illumination lighting would be mounted in the handrails at 1.2 metres (see **Appendix 7, Artist's Impression**).

4.6 The bridge's deck would have anti-skid surfacing, with surfacing materials likely to have a granite appearance, linking with that used in the East Street area.

4.7 The bridge would include a central area of some 52 metres in length which would open over the navigation channel to allow boats through. This would be achieved by a 'swing span' which would pivot horizontally on a central pier. It would have a central 'mast' of 500mm in diameter, with a height of 8 metres (above deck level) from which two stays (metal ropes supporting the mast) of some 300mm in diameter, would extend in either direction along the bridge.

4.8 The bridge would have shared pedestrian and cyclist use, with no segregation between the two. This is an approach supported by Sustrans because it would reduce the speed cyclists can travel, increasing the safety of all users.

Northern (Shoreham town) Landing

4.9 The northern landing area has been designed to link with the pedestrianised East Street, both in terms of movement and visually. It would be set further back from the roadway than the existing bridge, allowing a 'collecting space' for those exiting/entering the bridge. This area would include an information board, and would also connect to existing (or if necessary, replaced) steps down to Coronation Green to the west (see **Appendix 4, Northern Area General Arrangement and Finishes**).

4.10 As the bridge would be wider than the existing structure, a 3 metre strip of land in Dolphin Hard would require 'stopping up' – a process to revert the land back to its non-highway status. The existing ramp to Sussex Yacht Club would be reinstated and improved, providing a continuous ramp to the door, improving access for those less mobile. Access to Dolphin Hard would also be reinstated.

4.11 The landing would also include a causeway of some 14 metres, on the same alignment as the existing bridge (i.e. perpendicular to Brighton Road), beyond which the bridge would turn approximately 20 degrees east to cross the river.

Southern (Shoreham Beach) Landing

4.12 At its southern end, the bridge would meet the land at a slight angle, beyond which there would be stairs to the west and a ramp to the east (see **Appendix 5, Beach Road Accommodation Works General Arrangement**). This scheme replaces the initial scheme submitted which would have raised the street level to match the height of the bridge deck, eliminating the need for stairs and a ramp and allowing for hard and soft landscaping works. This scheme has been put on hold for the time being because the Environment Agency is likely to need the land to carry out flood prevention works in the near future. The initial scheme may come forward in the future but does not form part of the present application.

4.13 The ramp and stairs would be some 27 metres in width, topped with railing to 1.5 metres in height. At most, the height of the ramp and railings would be 2.5 metres. There would be bollards 1 metre in height beyond these to the east and west, blocking vehicular access but of sufficient spacing to allow pedestrian and cyclist movement. The bollards would be in keeping with the balustrade of the bridge. Further details of materials to be used would be agreed, should planning permission be granted, through conditions 9 and 10.

4.14 A new information board would be provided to the east of the ramp, and some minor alterations undertaken to the layout of the car parking area opposite the landing.

4.15 As part of the project, Lower Beach Road, onto which the bridge exits, will become a 'shared space' for motorists, pedestrians, cyclists and other users. At present, the road provides access for only three dwellings, with minimal vehicle traffic so this would not cause significant disruption.

Construction

4.16 The new bridge would be constructed over an approximate 14 month period, as follows:

- January-February 2012: Mobilise, create temporary causeways;
- March to June 2012: Install piles, piers and abutments;
- July to Sept 2012: Fabricate and install deck beams and slabs;
- September and October 2012: Install swing span and mechanical/electrical components;
- November to February 2013: Install finishes: railings, lighting, and final surfacing, and carry out commissioning / handover of bridge;
- March 2013: Open bridge;
- March to May 2013: Demolish existing bridge.

4.17 Both the construction and demolition works would be carried out from temporary causeways to the east of the existing bridge to avoid the SSSI, and from marine platforms (pontoons/barges). The temporary causeways would be some 14 metres in width, created on saltmarshes either side of the river. They would comprise a protective geotextile layer topped with free-draining stone, overlaid with compacted sub-base material.

4.18 A temporary link span would be created at the northern landing between the shoreline and the existing bridge to ensure access to the footbridge is maintained throughout as much of the construction process as possible.

4.19 It is anticipated that the crossing will be closed for between 7 and 14 days in total, during which time a replacement bus service linking with the station will be provided (should planning permission be granted, details would be secured by condition 13).

4.20 A site compound would be created in the Lower Beach Road car park incorporating modular buildings and a storage area enclosed by secure fencing, the details of which are to be secured, should planning permission be granted, by condition 6.

Other Consents

4.21 In addition to planning permission, the proposal also requires separate consents including a marine licence under the Marine and Coastal Access Act 2009 from the Marine Management Organisation, and consents from the Environment Agency, Natural England and Shoreham Port Authority.

4.22 An application for Conservation Area Consent to demolish the existing bridge has been submitted to Adur District Council (reference AWDM/0767/11).

Hours of Construction

4.23 It is proposed that the main construction operations are permitted between 08:00 and 1800 Monday to Fridays, and between 08:00 and 13:00 on Saturdays, with no operations on Sundays or Bank Holidays without approval.

4.24 Longer hours would be required for piling operations because of the expense of having the plant on site. The hours for piling operations would be between 08:00 and 20:00 Monday to Friday and 08:00 and 14:00 on Saturdays. These hours have been agreed with Adur District's Environmental Health Officer.

HGV Movements

4.25 The development would result in between 250 and 300 HGVs accessing the site over the 66 week construction period - less than 5 HGVs each week.

Pre-Application Consultation

4.26 Significant consultation and community engagement was undertaken by the applicant prior to the submission of this application. The local community was involved in the scheme from the outset as the scheme is partially funded through the 'People's Millions' grants programme, run by the Big Lottery Fund, for which funding is secured by public vote. The remainder of funding comes from Sustrans and WSCC.

4.27 Initial discussions were held between the developers and the County Council, and with the local community, and public exhibitions were held, outlining various alternatives for the scheme.

4.28 In addition, a Steering Committee was established, comprising representatives from WSCC and Adur District Councils, the Shoreham Port Authority, Sustrans, Worthing & Adur Chamber of Commerce, the Shoreham Society and the Shoreham Beach Residents Association. Initial design options were considered by this Committee, as well as being reviewed by a member of the West Sussex Design Commission.

5 Environmental Impact Assessment (EIA)

5.1 The need for EIA was considered in relation to this application, and a Screening Opinion issued in May 2010 in accordance with the Town & Country Planning (Environmental Impact Assessment) Regulations 1999. This confirmed that the development falls within part 10(f)(construction of roads) of Schedule 2 to the Regulations as it relates to a footpath. However, it concluded that the development would not require an EIA as it would not be of a scale sufficient to trigger the requirement.

6. Policy

Statutory Development Plan

6.1 Planning applications must be determined in accordance with the statutory development plan unless material considerations indicate otherwise. For the purposes of the application, the following approved or adopted planning policy documents form the statutory development plan: the South East Plan (2009) and the 'saved' policies of the Adur District Local Plan (1996).

6.2 The key policies in the development plan are summarised below. In addition, reference is made to relevant national planning guidance and other policies that guide the decision-making process and all which are material to the determination of the application.

South East Plan (SEP) (2009)

6.3 Under the terms of section 109 (4) of the Localism Act 2011, the Government may by order revoke all or part of the Regional Spatial Strategies (RSS). Presently, no such order has been made, and as such the South East Plan is still a material consideration.

6.4 The SEP identifies a need to: focus development on regional hubs (including Shoreham)(Policy SP2); address the extensive regeneration needs within Sussex Coast (Policy SP4); incorporate prevention of and resilience to climate change into development (Policy CC2); promote more sustainable communities (Policy CC6); provide sufficient infrastructure to support delivery of the Plan (Policy CC7); ensure development supports sustainable transportation (Policy T1) and sustainable water resources/groundwater quality (Policy NRM1); take a sequential approach to development in flood risk areas (Policy NRM4); conserve/improve biodiversity, including avoiding damage to SSSIs (Policy NRM5); have an integrated approach to coastal management (Policy NRM8); significantly improve the urban environment (Policy BE1); and to protect, conserve and enhance the historic environment (Policy BE6).

6.5 In specific relation to the southern coast sub-region, it identifies Shoreham as having specific regeneration needs so seeks to promote sustainable economic growth and regeneration (Policy SCT1); continue to support the social and economic regeneration of Shoreham (Policy SCT2); and to capitalise on the strategic port and airport at Shoreham (Policy SCT7).

'Saved' Policies of the Adur District Local Plan (1996)

6.6 The 'saved' policies of the Adur District Local Plan seek: energy efficient lighting of the minimal level required for public safety (Policy AP9); a high standard of design in conservation areas (Policy AB4); approval of redevelopment schemes prior to demolition consent being granted in conservation areas (Policy AB5); improvements to the shopping environment in town centres (Policy AB15); enhancements and improvements to views across and along the River Adur (Policy AB16); restrictions to development with the 'strategic gap' between Shoreham and Lancing (Policy AC4); and the extension of public rights of way and provision of support facilities, particularly along the River Adur (Policy AT10).

Other Policies

Planning Policy Statement 1 (PPS1): Delivering Sustainable Development (2005)

6.7 PPS1 promotes the delivery of sustainable development through the planning system, noting that planning should facilitate and promote inclusive patterns of urban and rural development (paragraph 5). It supports development which, among other things, meets the diverse needs of all people (paragraph 14), protects and enhances the quality of the natural and historic environment (paragraph 17), ensures that infrastructure and services are available to support new and existing economic development and housing (paragraph 23(viii)) and promotes regeneration to improve the well being of communities (paragraph 27(i)). It also notes that *"good design ensures attractive, useable, durable and adaptable places and is a key element in achieving sustainable development"* (paragraph 33).

PPS4: Planning for Sustainable Economic Growth (2009)

6.8 PPS4 aims to bring forward sustainable economic growth through building prosperous communities, reducing the gap in economic growth rates between regions, reducing the need to travel, and promoting the vitality and viability of towns while conserving and enhancing their heritage (paragraph 10).

PPS5: Planning for the Historic Environment (2010)

6.9 PPS5 sets out policies on the conservation of the historic environment, seeking to ensure that development recognises that heritage assets are a non-renewable resource, takes account of the wider benefits of heritage assets, and that 'inherently managed change' may be necessary to maintain such assets in the long term (paragraph 7).

6.10 Policy HE7, relating to the determination of permissions affecting heritage assets, requires local authorities to identify and assess the particular element which may be affected by the development. It also notes that the desirability of new development making a positive contribution to the character and local distinctiveness of the historic environment should be taken into account (paragraph HE7.5).

PPS9: Biodiversity and Geological Conservation (2005)

6.11 PPS9 seeks to minimise impacts on biodiversity and enhance it wherever possible, noting that the aim of planning decisions should be to prevent harm to biodiversity and geological interests (paragraph 1(vi)). Where development would adversely affect the special interest features of a Site of Special Scientific Interest (SSSI), should not be permitted unless its benefits would clearly outweigh any impacts (paragraph 8).

Planning Policy Guidance Note 13 (PPG13): Transport (2001)

6.12 PPG13 seeks to deliver the government's 'integrated transport strategy' focused on sustainable transportation. It supports development which is managed to, among other things, make the fullest use of public transport, which is accessible by walking and cycling, and which ensures that the needs of disabled people are taken into account (paragraph 6). It also supports improving the sustainability of existing developments through transport improvements (paragraph 20).

PPS25: Planning and Flood Risk (2006)

6.13 PPS25 sets out the Government's policy on flood risk, aiming to avoid, reduce and manage flood risk by *"taking full account in decisions on plans and applications of present and future flood risk...and the wider implications for flood risk of development located outside flood risk areas"* (paragraph 4). It notes that climate change will lead to *"increased and new risks of flooding within the lifetime of planned developments"* (paragraph 2).

6.14 Paragraph 8 notes that in determining planning applications LPAs should, among other things, ensure that where appropriate, applications are supported by site-specific flood risk assessments; apply the sequential approach; give priority to sustainable urban drainage systems (SUDs); and *"ensure that all new development in flood risk areas is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed."*

6.15 Annex D to the document notes that for Flood Zone 3 (as with the application site), essential transport infrastructure is permitted provided it passes the 'exception test'. The Annex notes that for the exception test to be passed:

"a) it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a SFRA where one has been prepared...;

b) the development should be on developable previously-developed land or, if it is not on previously developed land, that there are no reasonable alternative sites on developable previously-developed land; and

c) a FRA must demonstrate that the development will be safe, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall."

West Sussex Transport Plan 2011-2016 (WSCC 2011)

6.16 The 'implementation plan' for Adur set out in the Plan includes increasing uses of sustainable modes of transport, and improving safety for all road users (page 46).

6.17 One of the issues highlighted in the Plan is that Shoreham Beach remains isolated, with no cycle routes off the beach and footbridge reaching the end of its useable life (page 47). One of the aims for Adur is therefore to *"provide improved connections for pedestrians and cyclists from Shoreham Town Centre and Shoreham Beach through a new bridge over the Adur."* (page 48).

A Strategy for Shoreham Renaissance (2006)

6.18 This Strategy, prepared for Adur District Council, aims to regenerate Shoreham town centre, with a priority identified as improving Shoreham's footbridge. It notes the bridge is in poor condition, and would benefit from widening to allow access for both pedestrian and cyclists, with a 'creative lighting scheme' to make it a landmark feature during the evening (page 5). It notes that *"a new landmark bridge between Shoreham Beach and Shoreham town centre would have very significant regenerative benefits"* (page 5). The Strategy states that the new bridge should provide improved shelter from the wind, and should be realigned to improve connectivity with Ferry Road, shown on the associated diagram with a southern landing point further east than the existing bridge (pages 13 and 14). This is clarified later in the document which seeks a bridge linking Coronation Green with Riverside car park (page 35).

Shoreham Harbour Interim Planning Guidance (2011)

6.19 Among the 'key priorities' noted in this Guidance is ensuring that Shoreham Harbour is served by high quality integrated transport systems, reducing demand for travel by private car (page 9); protecting and enhancing the area's historic, environmental and other important assets including the Adur Estuary (page 10); and making the most of the area's coastal and waterfront location by designing new development to complement the existing built environments (page 11).

7. Consultations

7.1 The application has been subject to two sets of consultation: regarding the initial submission, and regarding the amended southern landing.

7.2 ***Adur District Council Planning and Environmental Health*:** Support, subject to conditions seeking details of appearance (particularly materials), noise attenuation and protection of ecology and hydrology, as well as requiring removal of existing bridge within six months of new bridge opening. Note concern that bridge closure is minimised, and concern at safety if users travel through Riverside car park. Seek more curvature at northern landing of bridge. In response to the revised southern landing Adur sought clarity over where cyclists would travel upon leaving the ramp, and how this would link to cycle paths.

7.3 ***Environment Agency:*** No objection subject to conditions ensuring development is carried out in accordance with submitted Flood Risk Assessment; approval of a scheme of salt marsh restoration and monitoring; and approval of a Construction Method Statement.

7.4 ***West Sussex County Council Public Rights of Way Officer:*** Supports application, considers the application will "greatly enhance" access between banks of river for walkers and cyclists, without encroaching on Restricted Byway 3156.

7.5 ***West Sussex County Council Archaeologist:*** Supports application

7.6 ***West Sussex County Council Landscape Officer:*** No objection subject to condition requiring details of landscape features.

7.7 ***West Sussex County Council Ecological Officer:*** No objection subject to conditions requiring approval of a Construction Method Statement, minimisation of lighting impacts, restoration of the river profile following works, and monitoring of recolonisation of salt marsh vegetation for five years after development to determine whether remedial measures are required.

7.8 ***Natural England:*** No objection. Consider development will have short term implications for SSSI but due to tidal nature of estuary will have no lasting impacts.

8. Representations

8.1 The application was publicised in accordance with article (8) (5) (a) of The Town and Country Planning (General Development Procedure) Order 1995 (as updated by the Amendment Order (England) 2010). In response to the erection of six site notices located around the application site, an advertisement in the local newspaper, and 117 neighbour notification letters, five representations were received, three from members of the public, one from the Shoreham Society and one from Sustrans. All supported the application, but some raised concerns with its detail.

8.2 Additional consultation was undertaken in relation to the application after revised plans for the southern landing were received. In response, one further comment was received.

8.3 The issues raised in the initial representations related to:

- the closure of the crossing during construction;
- a wish for occasional 'unimpeded fresh air views'; and
- the safety risk of pedestrians and cyclists sharing a path.

8.4 In its representations, continuing from its close involvement in the consultation process, the Shoreham Society opposed the use of naturally degradable steel formwork around the support columns; sought glass balustrades; considered the mast and cable opening mechanism to be overly complex and intrusive; sought a wood deck surface; and highlighted the need for further detail, by condition, relating to maintenance, landscaping and lighting.

8.5 In response to the revised southern landing, concern was raised over the size of the 'landing area', and over the blockage of the existing footpath by the ramp and stairs.

9. Consideration of Key Issues

9.1 The main material planning considerations are whether the proposal:

- meets an identified need;
- is acceptable in terms of visual/cultural heritage impacts;
- has an acceptable impact on ecology;
- has an acceptable impact on flood risk and the water environment;
- has an acceptable impact on local amenity during construction; and
- has an acceptable impact on transportation and movement of people.

Need for the Development

9.2 The need for a replacement footbridge was identified in regular safety audits undertaken for the County Council. The Feasibility Study submitted with the application notes, in relation to the existing bridge, that *"the structure has an assessed capacity of 3.5kN/m^2 which is satisfactory but less than the recommended pedestrian loading of 5kN/m^2. The footbridge was found to be inadequate to resist extreme wind loading."*

9.3 The need is supported in the West Sussex Transport Plan 2011–2016, and the Strategy for Shoreham Renaissance, both of which note that the existing footbridge is near the end of its useful life, and should be upgraded to allow both cyclists and pedestrians to cross.

9.4 The bridge is now some 90 years old, and is in a state of disrepair, resulting in visual impacts and, in the long term, risks to safety. Due to the age of the bridge and the design of the structure, repairing it is not a viable option. Further, pre-application community consultation undertaken by the applicant indicated that replacement was more desirable.

9.5 When the existing bridge was erected in 1921 Shoreham Beach was far less developed than it now is (as shown in historic maps included in the submitted Phase 1 Environmental Risk Assessment). The bridge now has an annual usage of nearly 800,000, of which 10.5% are cyclists.

9.6 There is, therefore, an identified need for both improved pedestrian links, and for cyclists to make use of the crossing, to improve sustainable transportation links in the area, and to link to the South Coast Cycle Route (National Cycle Network 2).

9.7 *In conclusion, the existing footbridge has been found to be structurally unsound. Repairing it would not be economically viable, and a new bridge was favoured over repair in pre-application feasibility studies. The need for a replacement has been identified in the West Sussex Transport Plan 2011–2016, the Strategy for Shoreham Renaissance, and the management strategy for the Shoreham-by-Sea Conservation Area.*

Impact upon Visual Amenity including Cultural Heritage

9.8 As the northern part of the site is within the Shoreham-by-Sea Conservation Area, any visual impacts, positive or negative, will also affect cultural heritage. The development would particularly affect the visual amenity of the St Mary de Haura Church, the 'compact riverside development' of Shoreham town along the river, and the River Adur itself, all of which are identified in the management strategy for the Conservation Area.

9.9 Adur District Council's 'Shoreham-by-Sea Conservation Area Character Appraisal and Management Strategy' (March 2008) notes, regarding the footbridge, that

> *"While the entrance is aesthetically of good quality due [to] its location on the river, the bridge itself is in need of upgrade or replacement to improve its appearance and accessibility to all potential users (in particular cyclists."* (page 20).

9.10 The Strategy continues that the bridge has a poor physical appearance in a prominent location.

9.11 The existing bridge is somewhat heavy and industrial in character, being dominated by the dark concrete (shotcrete) coating which protects its twelve support piers and the bridge walls to 1.6 metres in height. It is considered to be dilapidated and oppressive with low aesthetic appeal, resulting in a negative impact on the appearance of the Conservation Area and the wider surrounds.

9.12 The visual impact of the existing bridge and its proposed replacement is a largely subjective matter, with opinions on its aesthetic appeal varying substantially. However, the perception of those primarily affected is indicated in the results of the pre-application consultation undertaken by the applicant and that subsequently undertaken as part of the planning application process. The results of these consultations indicate that the community does not generally like the appearance of the existing bridge, and are happy for it to be replaced. Further, it indicates that the design of the proposed bridge is generally considered to be acceptable.

9.13 The new bridge has a far lighter structure than the existing bridge, with glass sides and straight stainless steel posts. It would have just seven supporting piers (rather than twelve), and the masts and stays used in the central, opening area can be considered to be nautical in appearance, and in keeping with the bridge's setting. Flat expanses of concrete would be light in colour and would include vertical recessed features to reduce their dominance visually.

9.14 There would be increased visual impact at the southern (Shoreham Beach) landing through the creation of a ramp and stairs, with associated railing. This would be along an area in which the sea and footpath are currently separated by a low flood defence wall to some 0.5 metres in height. However, the overall visual impact is not considered to be significant, particularly in the context of the road infrastructure, car parking area and new bridge. Further, the existing flood defence wall will be increased to some 1.1 metres in height in the near future. While the landing is not as visually positive as that initially proposed, it would provide the best solution which connects the bridge to existing levels, and would link visually with the new bridge.

9.15 Overall, the appearance of the bridge is not considered to be 'iconic', as sought in the Strategy for Shoreham Renaissance (see paragraphs 6.17 and 6.18 above). However, it is a significant improvement over the existing bridge, and is considered would sit well within its visually-important setting, without dominating or detracting from the Conservation Area.

9.16 The new alignment of the bridge is not considered to result in detrimental visual impacts. From some locations on the southern side of the river, views of the Conservation Area would be opened up, while from others, the bridge would be the prominent feature. From all viewpoints along this shore it is considered that views would be improved over that of the existing bridge. Further, dwellings on the southern shore are more distant from the landing of the proposed bridge than is the case with the current bridge, opening up their views of the river.

9.17 The proposed lighting, set within the railing of the bridge would minimise light spill and the visual impact of the bridge during darkness, and in doing so would reduce potential impacts on biodiversity.

9.18 *In conclusion, although a subjective matter, it is considered that the new footbridge would have positive impacts on the Conservation Area and on wider visual amenity. The existing bridge is oppressive and industrial in appearance, where its replacement would have a lighter appearance with a glass and stainless steel upper area, and fewer support piers. It would be in keeping with its surroundings and would relate well to the marine environment.*

Impact upon Ecology

9.19 The application site abuts the Adur Estuary Site of Special Scientific Interest (SSSI) which contains a Royal Society for the Protection of Birds (RSPB) nature reserve. Further, the intertidal mudflats and saltmarshes are UK Biodiversity Action Plan (BAP) priority habitats. There is, therefore, the potential for impacts on ecological features, particularly during the construction period.

9.20 There would be temporary causeways on the saltmarshes to facilitate construction, although these would be outside of the SSSI. While these would damage the saltmarshes during the construction period, the County Ecologist agrees that the affected areas would regenerate with the natural recolonisation of saltmarsh plants. If permission was to be granted, Condition 21 would require that the regeneration is monitored for 5 years, and remedial measures introduced if necessary.

9.21 The developer would introduce mitigation measures during the construction period to ensure impacts on ecology are minimised. These would include laying a geotextile layer before imported material to reduce sedimentation; allowing for tidal and seasonal impacts on water levels in working; and using best site practices to avoid oil spills. Nesting bird inspections would be undertaken prior to works, vegetation would be cleared in temperatures above 5 degrees, and areas to be disturbed would be cleared of vegetation with the potential for hibernation use, during the summer. To ensure the migratory patterns of fish are unaffected, construction and demolition works would be staggered across the river to allow fish to pass.

9.22 The construction operations would result in noise, vibration and other disturbances, including the sedimentation of water. However, the site is within an urban area and already subject to disturbance from road traffic, recreational use, foot traffic on the existing bridge and boats.

9.23 Overall, the County Ecologist has concluded that any impacts on the biodiversity of the area would be temporary and minor, and that the ecology of the area would recover. Further, there would be long term benefits due to the realigned bridge extending the distance between the structure and the SSSI.

9.24 *In conclusion, the development would result in temporary, minor impacts on the ecology of the area. However, it is considered that the affected area would naturally regenerate, and that once built, the bridge would reduce impacts on ecology over those experienced with the existing structure. It is, therefore, considered that the development would be acceptable in terms of ecological impacts.*

Impact upon Flood Risk and the Water Environment

9.25 The development has the potential to affect both the quality of water, and to result in increased flood risk. The application site is within an area at high risk of flooding (Flood Zone 3 – as noted in WSCC's Strategic Flood Risk Assessment, Capita Symonds, January 2010), and on the southern side, will link with an area in which the Environment Agency is constructing new flood defences. The applicant has, therefore, had to ensure that the new structure would not exacerbate the already high flood risk.

9.26 As already noted, PPS25 supports the installation of bridges and other essential transport infrastructure in Flood Zone 3, so long as the 'exception test' is passed. It is considered that in this instance the 'exception test' can be passed. The development provides *"wider sustainability benefits to the community that outweigh flood risk",* in accordance with test a), because it would encourage pedestrian and cycle transport and replace an undesirable bridge. The development would be partially on previously-developed land, in accordance with test b). The revised alignment, using 'greenfield' land, has been selected as the most desirable in terms of overall impacts, including on the floodplain, and it would allow the EA's flood defence work to come forward.

9.27 The new bridge would reduce the risk of flooding compared with the existing bridge as it would have fewer support piers and abutments, and would be at a level above the flood plain (taking into account climate change). It is, therefore, considered that the development accords with the third 'exception' test, and is acceptable in terms of flood risk, as confirmed in the Environment Agency's support for the application.

9.28 The development also has the potential to impact upon water quality, particularly that of the SSSI, but also on general water quality which is considered to be of high quality in this area. The site is not within a groundwater source protection zone, but there is the risk of impacts on tidal flow through increased obstruction. However, the area over which the operations would take place, and subject to the implementation of mitigation measures including appropriate storage and the use of floating pontoons, it is considered that there would be no significant or long term impacts on water quality.

9.29 *In conclusion, the new bridge is considered to be essential infrastructure so is acceptable in the flood plain. It has been designed to reduce built obstructions in the flood plain, reducing the risk of flooding and takes into account the need to maintain the crossing with post-climate change water levels. Impacts on water quality are not considered to be significant, taking into account mitigation measures to ensure best practice in site operations.*

Impact upon Local Amenity During Construction

9.30 There are 68 dwellings within 50 metres of the application site, and 892 dwellings within 300 metres, so the potential for the development to result in impacts on residential amenity is significant.

9.31 The construction of the bridge would take place over a period of 14 months, including 4 weeks to construct the temporary causeways, 15 weeks to install the piles, piers and abutments, 10 weeks to install deck beams and slabs, and 11 weeks to demolish the existing bridge. All of these activities have the potential to result in significant noise levels, particularly the piling works.

9.32 A vibrating hammer would be used for the piling works, with lower noise levels than an air hammer, and incorporating a non-metallic 'dolly' to avoid metal-to-metal noises. Further, to minimise impacts on residents the hours of the piling works would be restricted, should permission be granted, by condition 12 to between 08:00 and 20:00 weekdays and 08:00 and 14:00 on Saturdays. These hours are longer than those proposed for the general construction works (namely between 08:00 and 18:00 weekdays and 08:00 and 13:00 on Saturdays, to be secured, should permission be granted, by condition 11) because of the daily expense of the piling equipment.

9.33 The causeway construction and other works would result in noise impacts, but these would be temporary. Further, Adur District Council's Environmental Health Officer does not consider there is a justifiable objection on noise grounds. Condition 3 requires submission and approval of measures to minimise noise emissions, should permission be granted, to ensure best practices are implemented.

9.34 The development may result in some impacts on air quality due to construction vehicle movements, but these are concluded to be negligible.

9.35 No objections from potentially-affected residents have been received, and no consultees opposed the development on the grounds of impacts on amenity.

9.36 *In conclusion, the development is likely to result in temporary noise impacts for residents near the site. These are not considered to be significant, and subject to details of mitigation measures, would be minimised as much as possible. Impacts on air quality would be negligible. It is, therefore, concluded that the development is acceptable in terms of impacts on residential amenity.*

Impact on Transportation and the Movement of People

9.37 The development is considered to be positive in terms of both transportation and the movement of people. It would provide a crossing for cyclists, where currently none exist in this location, and an improved crossing for pedestrians. This is in accordance with planning policy at every level seeking more sustainable transportation. It would link with existing cycle networks, encouraging cyclists to make use of the route.

9.38 On average, fewer than five HGVs would access the development each week during the construction period, so the impact on the highway network would be negligible. A construction compound would be created in the public car park on the southern side of the river to serve the development, resulting in the temporary loss of car parking spaces. This may create some disruption for those using the car park regularly, but there are several other public car parks in Shoreham Beach, including west on Beach Green, as well as street parking.

9.39 The design of the northern and southern landings is considered to be acceptable in terms of the movement of people. The northern landing would include an area in which people can pause before entering the wider road or pedestrian network. The southern landing is considered to be acceptable for all users. The roadway onto which users would exit would be a 'shared space', useable by all, allowing free movement onwards in all directions.

9.40 In conclusion, the new bridge would increase sustainable modes of transport between Shoreham town and beach, providing links for both pedestrians and cyclists. The construction would require limited HGV movements so the impact on the highway network would be negligible.

10. Overall Conclusion and Recommendation

10.1 The proposed development accords with the policies of the development plan, and would result in benefits to the sustainable transport provision in West Sussex. The replacement footbridge is needed as the current bridge is nearing the end of its useful life, and it would improve the visual impact of the crossing, reducing impacts on the conservation area. There would be some impacts during the construction process but these are not considered significant, and there would be no long term adverse impacts. Overall, it is considered that the development is acceptable, taking into account the development plan and other material considerations.

10.2 It is **recommended**, therefore, that planning permission be granted subject to:

(a) the conditions and informatives set out at Appendix 1.

11. Crime and Disorder Act Implications

11.1 The replacement footbridge is not considered to result in implications for crime or disorder, taking into account the guidance set out 'Safer Places: the planning system and crime prevention' (ODPM 2004). The bridge would continue to provide a direct, popular route for use by foot and cycle, including the elderly and disabled. The route would be straight, wide, and open, and would be lit after dark, all of which would help to minimise potential opportunities for and perception of crime.

12. Human Rights Act Implications

12.1 The Human Rights Act requires the County Council to take into account the rights of the public under the European Convention on Human Rights and prevents the Council from acting in a manner which is incompatible with those rights. Article 8 of the Convention provides that there shall be respect for an individual's private life and home save for that interference which is in accordance with the law and necessary in a democratic society in the interests of (inter alia) public safety and the economic well being of the country. Article 1 of protocol 1 provides that an individual's peaceful enjoyment of their property shall not be interfered with save as is necessary in the public interest.

12.2 For an interference with these rights to be justifiable the interference (and the means employed) needs to be proportionate to the aims sought to be realised. The main body of this report identifies the extent to which there is any identifiable interference with these rights. The Planning Considerations identified are also relevant in deciding whether any interference is proportionate. Case law has been decided which indicates that certain development does interfere with an individual's rights under Human Rights legislation. This application has been considered in the light of statute and case law and the interference is not considered to be disproportionate.

12.3 The Committee should also be aware of Article 6, the focus of which (for the purpose of this committee) is the determination of an individual's civil rights and obligations. Article 6 provides that in the determination of these rights, an individual is entitled to a fair and public hearing within a reasonable time by an independent and impartial tribunal. Article 6 has been subject to a great deal of case law. It has been decided that for planning matters the decision making process as a whole, which includes the right of review by the High Court, complied with Article 6.

13. Equality - Customer Focus Appraisal

13.1 Committee should be aware that the Equality Act 2010 introduced a single public sector equality duty (PSED). This duty requires us to have due regard in our decision making processes to the need to:

a) Eliminate discrimination, harassment, victimisation or other prohibited conduct;

b) Advance equality of opportunity between persons who share a relevant protected characteristic and those who do not;

c) Foster good relations between those who share a relevant characteristic and those that do not share it.

13.2 The relevant protected characteristics are age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation.

13.3 There has been compliance with the public sector equality duty as contained within section 149 of the Equality Act 2010. All six equality strands have been duly considered and assessed, in the course of the consideration of this application.

13.4 A Customer Focus Appraisal has been undertaken and is attached as Appendix 8 to this report.

13.5 The following actions have been identified in the CFA Action Plan to avoid any detrimental impacts.

a) Recommend provision for temporary bus service

b) Visit Forton Lake Bridge (as suggested by the houseboat community)

c) Assess potential for Emergency Vehicle Access across the new bridge to support Emergency Planning Liaison Group

d) Review & update this Customer Focus Appraisal

e) Continue to issue Stakeholder Briefings

f) Attend meeting with Shoreham Beach Residents

Michael Elkington
Strategic Planning Manager

Background Papers : As set out in Section 6.

List of Appendices
Appendix 1 – Conditions
Appendix 2 – Site Location Plan (14062/006)
Appendix 3 – General Arrangement (6010/A/004 Rev B).
Appendix 4 – Northern Landing Area General Arrangement and Finishes (6010/002, Rev B).
Appendix 5 – Beach Road Accommodation Works General Arrangement (6010/F/001, Rev A).
Appendix 6 – Finished Levels (6010/004, Rev 1).
Appendix 7 – Artist's Impression
Appendix 8 – Customer Focus Appraisal

Contact: Jane Moseley, ext. 56867

Appendix 1: Conditions and Informatives

CONDITIONS

Commencement

1. The development hereby permitted shall commence before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

Approved Plans

2. The proposed development shall not take place other than in accordance with the approved drawings and documents:
   - Site Location Plan (Drawing No.14062/006);
   - General Arrangement (Drawing No. 6010/A/004/Rev B);
   - Northern Landing Area General Arrangement and Finishes (Drawing No. 6010/002, Rev B);
   - Beach Road Accommodation Works General Arrangement (Drawing No. 6010/F/001, Rev A);
   - Finished Levels (Drawing No. 6010/004 Rev #1);
   - Artist's Impression Rev H1 (Glass Infill);
   - Link Span Details, Drawing No. MJB001;
   - Link Span Location, Drawing No. MJB002;

along with supporting information, including the Non-Statutory Environmental Statement (Adas, May 2011), and Design & Access Statement (Issue 1.1, September 2011), save as varied by the conditions hereafter.

Reason: To secure a satisfactory development.

Construction and Environmental Management Plan

3. Prior to the commencement of the development hereby approved a Construction Management Plan shall be submitted to and approved in writing by the County Planning Authority. It shall include details of:

   - Timing of works;
   - Public Safety, Amenity and Site Security Measures;
   - Air and Dust Management;
   - Measures to Protect Water Quality: including methods for all channel and bankside water margin works;
   - Measures to Safeguard Ecology;
   - Measures to Minimise Noise Emissions;
   - Pollution Prevention Measures;
   - Measures to Prevent Mud Tracking onto Highways; and
   - Traffic Management Measures.

Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority.

Reason: in the interests of environmental protection and highway safety.

Mitigation Measures

4. The mitigation measures set out in Table 12.1 of the Non-Statutory Environmental Statement shall be implemented in full, unless otherwise agreed, in writing, with the County Planning Authority.

Reason: In the interests of protecting the environment.

Site Safety Plan

5. Prior to commencement of the development hereby approved, a Site Safety Plan shall be submitted to and approved in writing by the County Planning Authority. The plan shall detail the management of construction vehicles and operations and the movement of the public, particularly bridge users. Following approval in writing, the plan shall be implemented in full during the construction and demolition phases of the development.

Reason: In the interests of ensuring public safety is protected.

Construction Compound

6. Prior to the commencement of development hereby approved details of the construction compound shall be submitted to, and approved in writing by, the County Planning Authority. The details shall include site layout and elevational plans, materials to be used, access arrangements, material storage areas and information relating to the restoration of the site for use upon completion of the development. Once agreed, this shall be implemented in full and maintained for the duration of the construction works.

Reason: in the interests of protecting the appearance of the area and residential amenity.

Demolition Works

7. The existing bridge shall be demolished, all construction and demolition infrastructure and debris removed, and the land reinstated, including the profile of the river, within a period not exceeding 6 months from the date of the opening of the new bridge to public use.

Reason: in the interests of preserving the appearance of the area and the ecology and hydrology of the River Adur.

Landscaping

8. The 'pictorial meadow' proposed on the southern landing area, shown on drawing 6010/F/001 Rev#2 shall be planted in the first planting season after the removal of the site compound.

Any plants which within a period of 5 years from planting are removed or become seriously damaged, diseased or die shall be replaced in the next planting season with others of such size and species as may be agreed in writing with the County Planning Authority.

Reason: In the interests of visual amenity and of the environment.

Appearance of Development

9. Prior to the commencement of development, details of the colour and materials to be used in the external finishes of the bridge, the southern landing area and the northern landing area shall be submitted to and approved in writing by the

County Planning Authority. Following approval in writing, the details shall be adhered to in full.

Reason: In the interests of protecting the appearance of the area and the Shoreham-by-Sea Conservation Area.

10. Prior to the commencement of the development hereby approved, a scheme of hard landscaping shall be submitted to and approved in writing by the County Planning Authority. Such a scheme shall include details of materials to be used in paving, seating, railings, kerbs, steps and drainage; and details of the design of northern and southern landing areas including drainage, and levels. The details submitted shall be in keeping with the Shoreham-by-Sea East Street Pedestrianisation scheme.

Reason: In the interests of protecting the appearance of the area, including the Shoreham-by-Sea Conservation Area.

Hours of Operation

11. With the exception of piling operations, no plant, machinery or vehicles associated with the construction of the development hereby approved shall be operated on the site except between the hours:

- 08.00 and 18.00 on Mondays to Fridays inclusive;
- 08.00 and 13:00 on Saturdays; and
- not at any time on Sundays or Bank Public Holidays

unless otherwise agreed in advance and in writing by the County Planning Authority.

Reason: In the interests of residential amenity.

12. The piling operations shall only be carried out at the site between the hours of:

- 08:00 and 20:00 on Mondays to Fridays inclusive;
- 08:00 and 14:00 on Saturdays; and
- Not at any time on Sundays or Bank Holidays.

unless otherwise agreed in advance and in writing by the County Planning Authority

Reason: In the interests of residential amenity.

Alternative Crossing Arrangements

13. Prior to the commencement of the development hereby approved, details shall be submitted to and approved by the County Planning Authority relating to the alternative arrangements to be made for bridge users during the closure of the crossing. Once approved, the details shall be implemented in full during the appropriate period.

Reason: In the interests of minimising disruption for bridge users.

Storage of Potential Pollutants

14. Any oil, fuel, lubricant and other potential pollutants shall be handled on the site in such a manner as to prevent pollution of any watercourse or aquifer. For

any liquid other than water, this shall include storage in suitable tanks and containers which shall be housed in an area surrounded by bund walls of sufficient height and construction so as to contain 110% of the total contents of all containers and associated pipework. The floor and walls of the bunded areas shall be impervious to both water and oil. The pipes should vent downwards into the bund.

Reason: To minimise the risk of pollution of the River Adur.

Noise

15. Vehicles coming to and operating at the site that are required to emit reversing warning noise, shall use only white noise/broadband alarms rather than single tone alarms.

Reason: To protect the amenities of local residents.

Water

16. The development permitted by this planning permission shall only be carried out in accordance with the approved Flood Risk Assessment (FRA) and application details. The southern end of the bridge shall be constructed so as to tie in with the proposed flood defences and shall be set at a height no lower than 4.84 metres above ordnance datum.

Reason To ensure the structural integrity of the proposed flood defences thereby reducing the risk of flooding.

17. Prior to the commencement of the development hereby approved a scheme of surface water drainage, based on sustainable drainage principles, shall be submitted to and approved in writing by the County Planning Authority.

The scheme shall include:

- details of surface water drainage during construction; and
- details of surface water drainage following completion of development.

The approved scheme shall thereafter be implemented in full before the development is completed.

Reason: To ensure that the proposed development is satisfactorily drained.

Lighting

18. Prior to installation of lighting, a Lighting Scheme shall be submitted to and approved in writing by the County Planning Authority. This shall include details of the lighting to be used on the bridge and landing areas, including the location and appearance of lighting, its direction and illumination.

Following approval of the scheme, it shall be implemented in full.

Reason: In the interests of the visual amenities of the area.

19. Notwithstanding the provisions of Part 12, Class A(b) of the Town and Country Planning (General Permitted Development Order) 1995 except for temporary lighting required during construction no lighting other than that shown in the scheme approved under condition 18 shall be installed within the development area without the prior approval of the County Planning Authority

Reason: To prevent harm to protected species and in the interests of visual amenity.

Ecology

20. No development shall take place until a scheme for the restoration and monitoring of the salt marsh area affected by the temporary causeway has been submitted to and agreed in writing by the County Planning Authority. Thereafter the development shall be implemented in accordance with the approved scheme.

Reason: To ensure the protection of the ecology of the area, particularly the salt marsh.

21. The extent of saltmarsh vegetation within 50m either side of the bridge shall be monitored and recorded annually for a period of 5 years, with the details submitted annually to the County Planning Authority. Should adequate recolonisation not have occurred within this period, a scheme of remedial measures shall be submitted to the County Planning Authority for approval, and the approved measures implemented in full.

Reason: In the interests of protecting the ecology of the area.

INFORMATIVES

A. The applicant is advised that the proposal requires a Marine Works Consent, a Flood Defence Consent, and consent to carry out works affecting the SSSI, as well as Conservation Area Consent to demolish the bridge.

B. Under the terms of the Water Resources Act 1991, and the Southern Region byelaws, the prior written consent of the Environment Agency is required for any proposed works or structures, in, under, over or within 15 metres of the landward toe of the River Adur, designated a 'main river'.

C. The applicant is advised that Conservation Area Consent should be granted before the existing bridge is demolished.

D. The reasons for granting planning permission are that the proposal accords with National Policy Guidance and complies with Development Plan Policies requiring that the proposed development is acceptable in terms of:

- Meeting an identified need;
- visual impact, including on cultural heritage;
- impact on ecology;
- impact on flood risk and the water environment;
- impact on local amenity during construction; and
- impact on transportation and the movement of people.

D. In determining the application and in applying the planning conditions, the following planning policies have been considered:

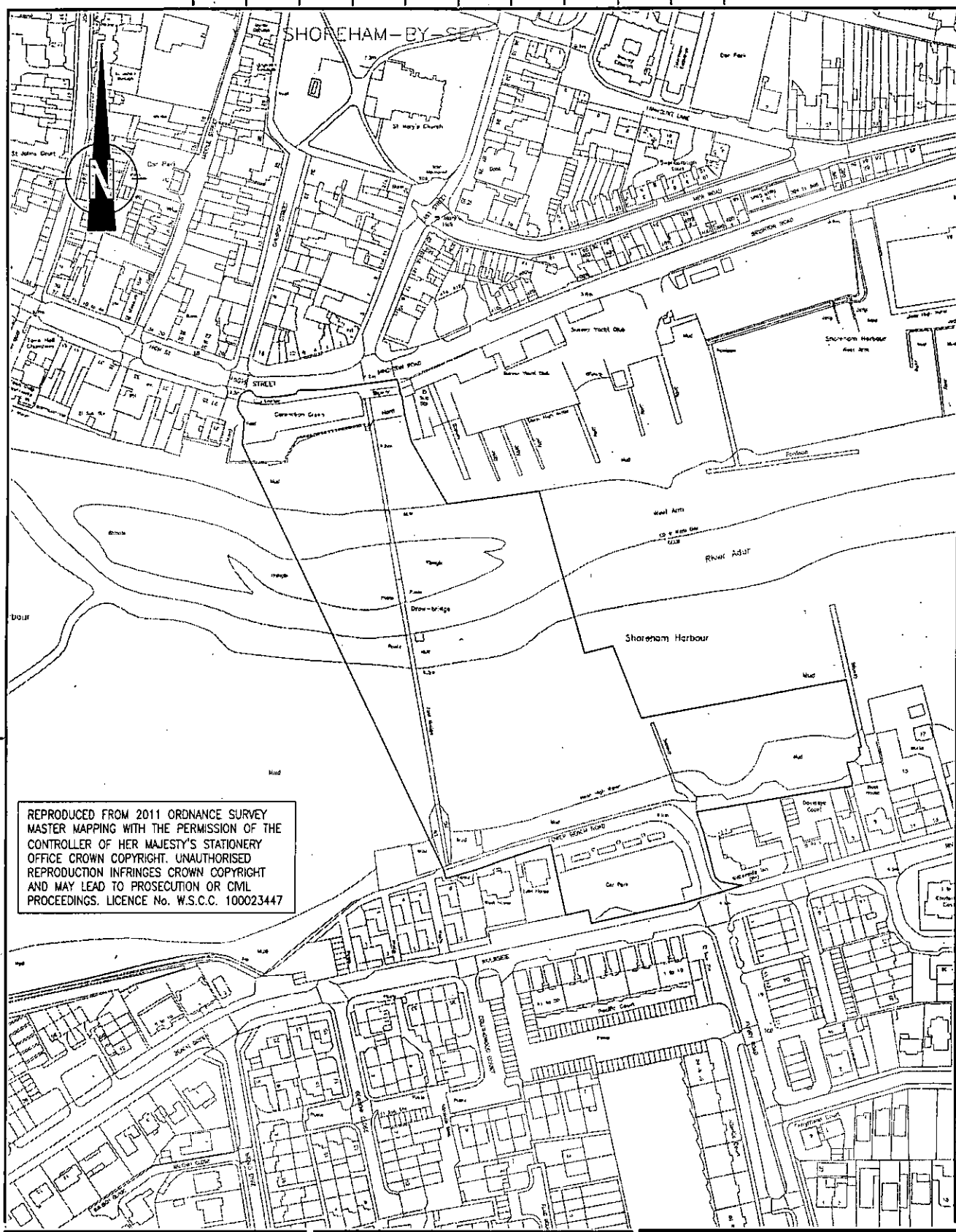
South East Plan (2009)

Policies SP2, SP4, CC2, CC6, CC7, T1, NRM4, NRM5, NRM8, BE1, BE6, SCT1, SCT2, and SCT7

Adur District Local Plan (1996)
'Saved' policies AP9, AB4, AB5, AB15, AB16, AC4 and AT10.

Appendix 2

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REPRODUCED FROM 2011 ORDNANCE SURVEY MASTER MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. LICENCE No. W.S.C.C. 100023447

Rev	Revision details	Chkd	Appd	Date

Drawn: RJH	✓	For comment
Chkd: RJH		For tender
Appd: TB		For construction
Date: 16.08.11.		As constructed
File ref: g:\projects\ IWP Ref: N/A		

Project Name

Shoreham Connect2 Footbridge Replacement

Drawing Title

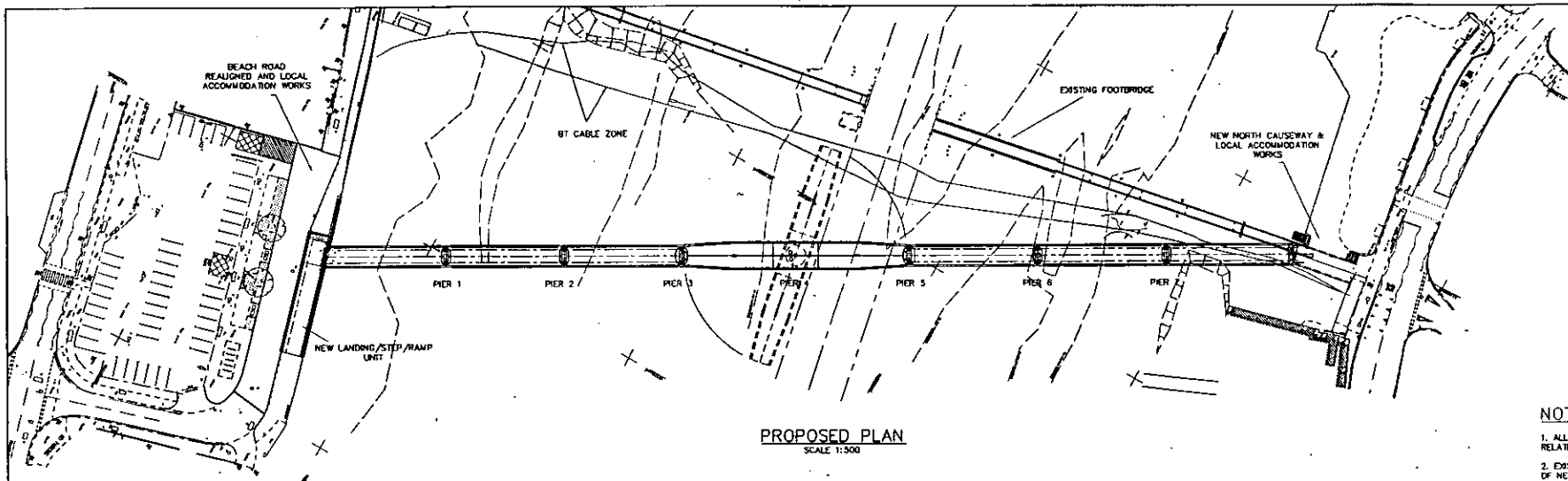
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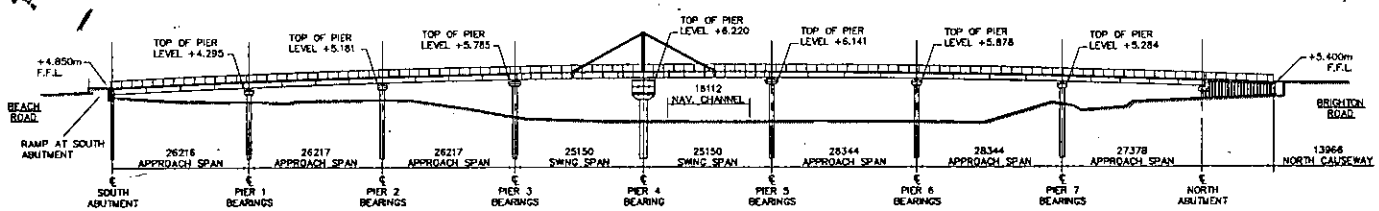
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west sussex county council

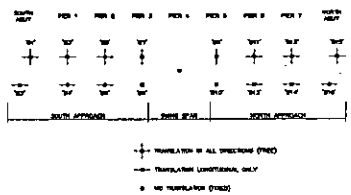
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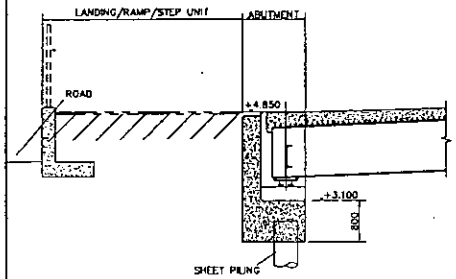
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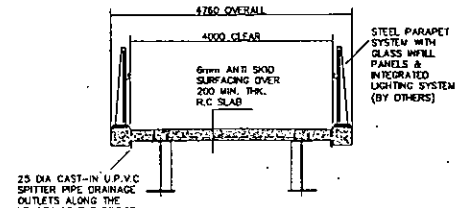
ELEVATION ON PROPOSED FOOTBRIDGE
SPANS DERIVED ON BRIDGE CENTRELINE (ie IGNORING END SKEWS)
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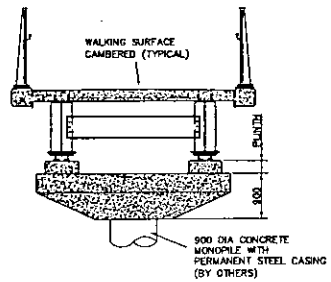
BEARING LOCATION PLAN



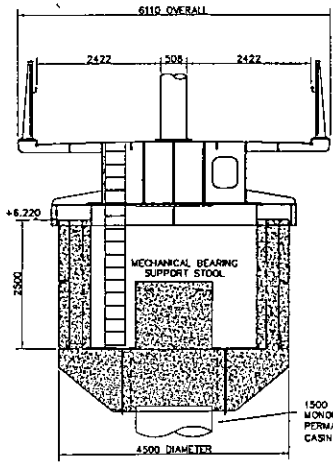
SOUTH ABUTMENT DETAIL
SCALE 1:50



TYPICAL SECTION THOUGH APPROACH SPAN
SCALE 1:50



VIEW ON PIER 1
(PIERS 2, 6 & 7 SIMILAR)
SCALE 1:50



TYPICAL SECTION THOUGH PIER 4
SCALE 1:50

NOTES

1. ALL DIMENSIONS ARE IN MILLIMETRES, ALL LEVELS IN METRES RELATIVE TO ORDNANCE DATUM.
2. EXISTING STRUCTURE TO BE DECOMMISIONED ON COMPLETION OF NEW STRUCTURE.
3. FINISHED FOOTWAY TIE-IN LEVEL AT SOUTH END (+4.850m) INCORPORATE THE FUTURE RAISING OF LOWER BEACH ROAD (FLOOD DEFENSE WORKS).
4. SOFFIT LEVELS OF NEW ARE ABOVE SOFFIT LEVELS OF EXISTING.
5. WATER LEVELS USED

FLOOD (100 YEAR)	=	+5.530m
FLOOD (50 YEAR)	=	+4.830m
High Astronomical Tide(HAT)	=	+3.500m
Mean High Water Spring(MHWS)	=	+3.000m
Mean High Water Neap(MHWN)	=	+1.500m
Mean Sea Level (MSL)	=	+0.100m
Mean Low Water Neap(MLWN)	=	−1.400m
Mean Low Water Spring(MLWS)	=	−2.200m
Low Astronomical Tide(LAT)	=	−3.200m

6. NAVIGATION CHANNEL INFORMATION. WIDTH IS BASED ON HISTORICAL DOCUMENTATION WHICH STATES A CLEAR OPENING OF 50 FEET (15240mm). NAVIGABLE HEADWAY IS ALSO NOTED AS 10 FEET OVER ORDINARY TIDES (3048mm OVER +3.000 M.H.W.S.).
7. FOOT/CYCLE USERS TO BE UN-SEGREGATED.
8. FENDERS SHALL BE FITTED TO ALL PIERS WITHIN THE NAVIGATION CHANNEL.
9. NAVIGATION LIGHTS TO BE FITTED TO THE SATISFACTION OF THE PORT AUTHORITY.

REV.	DESCRIPTION	INITIAL & DATE	CHECKED & DATE	APPD & DATE
B	Drawing status updated to PRELIMINARY	J.L.H 25-11-11		
A	ORIGINAL VERSION			

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CLIENT: OSBORNE; West Sussex County Council

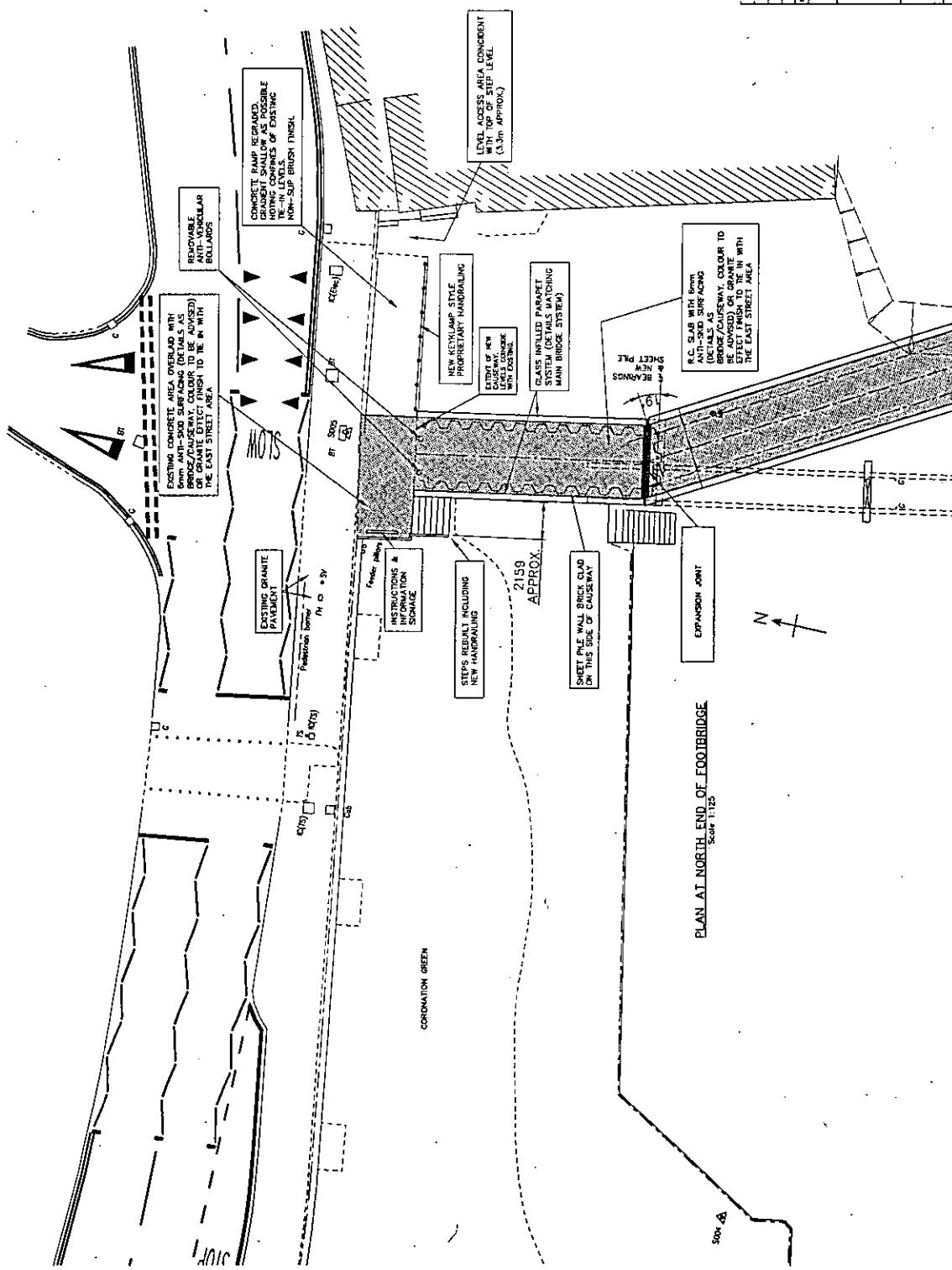
PROJECT: SHOREHAM HARBOUR FOOTBRIDGE

TITLE: SCHEME GENERAL ARRANGEMENT

Status	AS NOTED	Plot @	1:1	Contract No. 6010
Drawn	J.L.H	DEC 2011	No.	
Chkd.	C.T.D	DEC 2011	No.	Drawing No. 6010/A/004 REV. B
Appvd.	A.M	DEC 2011	No.	

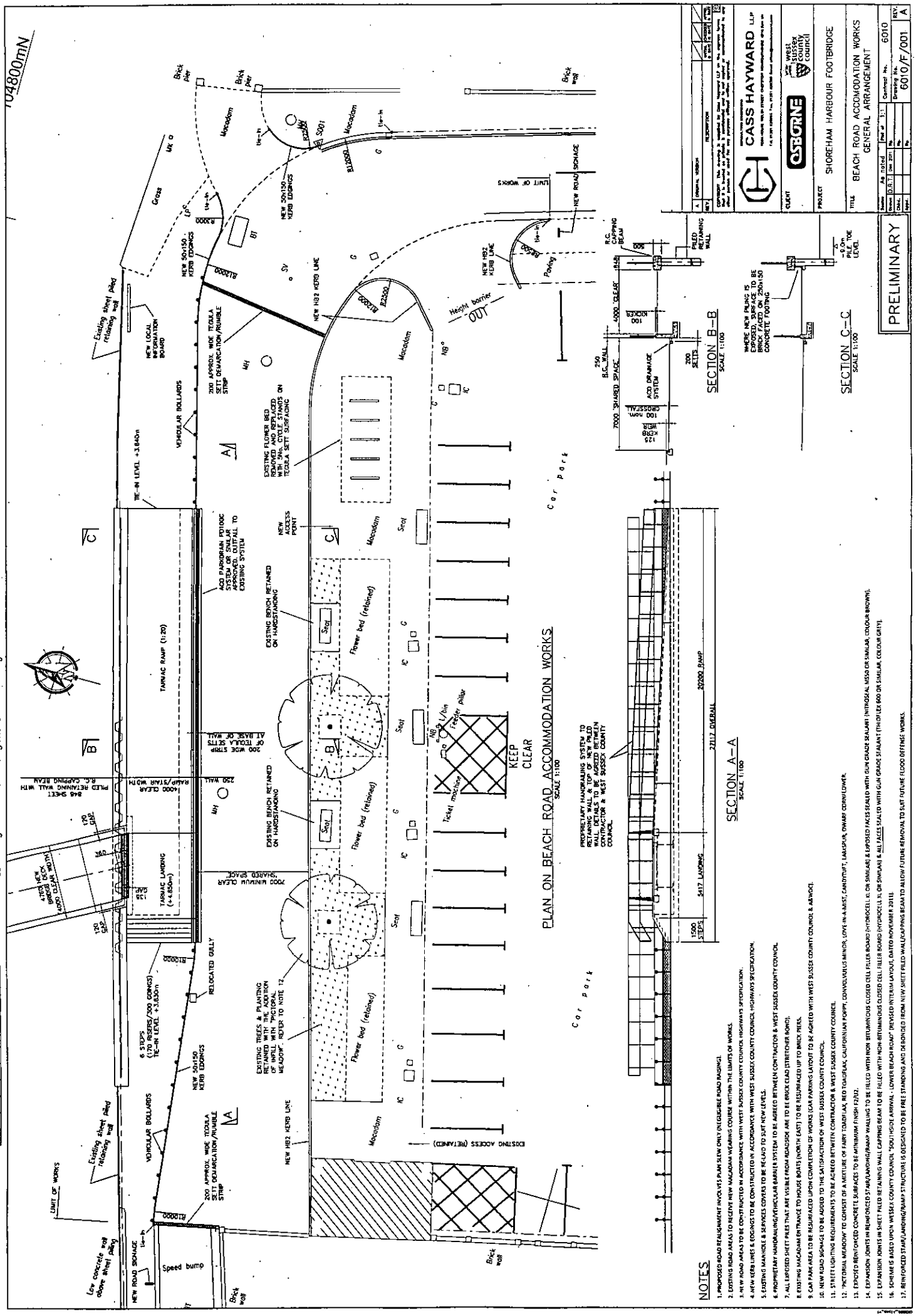
PRELIMINARY

Appendix 3



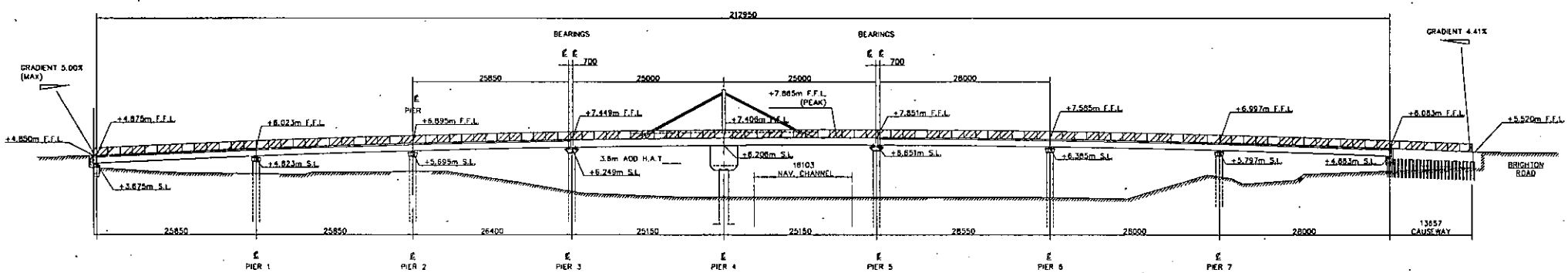
ALL changes to this CAD generated drawing MUST be made via the master CAD file

DRIGINAL SIZE A1


PLAN ON BEACH ROAD ACCOMMODATION WORKS
SCALE 1:100
SECTION A–A
SCALE 1:100
SECTION B–B
SCALE 1:100
SECTION C–C
SCALE 1:100
NOTES
1. PROPOSED ROAD REALIGNMENT INVOLVES PLAN SKEW ONLY (NEGLIGIBLE ROAD RAISING).
2. EXISTING ROAD AREAS TO RECEIVE NEW MACADAM WEARING COURSE WITHIN THE LIMITS OF WORKS.
3. NEW ROAD AREAS TO BE CONSTRUCTED IN ACCORDANCE WITH WEST SUSSEX COUNTY COUNCIL HIGHWAYS SPECIFICATION.
4. NEW KERB LINES & EDGINGS TO BE CONSTRUCTED IN ACCORDANCE WITH WEST SUSSEX COUNTY COUNCIL HIGHWAYS SPECIFICATION.
5. EXISTING MANHOLE & SERVICES COVERS TO BE RE-LAID TO SUIT NEW LEVELS.
6. PROPRIETARY HANDRAILING/VEHICULAR BARRIER SYSTEM TO BE AGREED BETWEEN CONTRACTOR & WEST SUSSEX COUNTY COUNCIL.
7. ALL EXPOSED SHEET PILES THAT ARE VISIBLE FROM ROADSIDE ARE TO BE BRICK CLAD (STRETCHER BOND).
8. EXISTING MACADAM ENTRANCE TO HOUSE BOATS (NORTH EAST) TO BE RESURFACED UP TO BRICK PIERS.
9. CAR PARK AREA TO BE RESURFACED UPON COMPLETION OF WORKS (CAR PARKING LAYOUT TO BE AGREED WITH WEST SUSSEX COUNTY COUNCIL & ADHOC).
10. NEW ROAD SIGNAGE TO BE ADDED TO THE SATISFACTION OF WEST SUSSEX COUNTY COUNCIL.
11. STREET LIGHTING REQUIREMENTS TO BE AGREED BETWEEN CONTRACTOR & WEST SUSSEX COUNTY COUNCIL.
12. 'PICTORIAL MEADOW' TO CONSIST OF A MIXTURE OF FAIRY TOADFLAX, RED TOADFLAX, CALIFORNIAN POPPY, CONVOLVULUS MINOR, LOVE-IN-A-MIST, CANDYTUFT, LARKSPUR, DWARF CORNFLOWER.
13. EXPOSED REINFORCED CONCRETE SURFACES TO BE APPROVED FINISH F2/32.
14. EXPANSION JOINTS IN REINFORCED STAIR/LANDING/RAMP WALLING TO BE FILLED WITH NON BITUMINOUS CLOSED CELL FILLER BOARD (HYDROCELL R, OR SIMILAR) & EXPOSED FACES SEALED WITH GUN GRADE SEALANT (NITOSEAL M550 OR SIMILAR, COLOUR BROWN).
15. EXPANSION JOINTS IN SHEET PILED RETAINING WALL CAPPING BEAM TO BE FILLED WITH NON-BITUMINOUS CLOSED CELL FILLER BOARD (HYDROCELL N, OR SIMILAR) & ALL FACES SEALED WITH GUN GRADE SEALANT (THIOFLEX 600 OR SIMILAR, COLOUR GREY).
16. SCHEME IS BASED UPON WSSCC COUNTY COUNCIL "SOUTHSIDE ARRIVAL - LOWER BEACH ROAD" (REVISED INTERIM LAYOUT, DATED NOVEMBER 2011).
17. REINFORCED STAIR/LANDING/RAMP STRUCTURE IS DESIGNED TO BE FREE STANDING AND DEBONDED FROM NEW SHEET PILED WALL/CAPPING BEAM TO ALLOW FUTURE REMOVAL TO SUIT FUTURE FLOOD DEFENCE WORKS.
PRELIMINARY
CASS HAYWARD LLP
OSBORNE
WEST SUSSEX COUNTY COUNCIL
SHOREHAM HARBOUR FOOTBRIDGE
BEACH ROAD ACCOMODATION WORKS
GENERAL ARRANGEMENT
6010/F/001
ORIGINAL SIZE A1
ALL changes to this CAD generated drawing MUST be made via the master CAD file

NOTES

1. ALL DIMENSIONS ARE IN MILLIMETRES, ALL LEVELS IN METRES RELATIVE TO ORDNANCE DATUM.
2. F.F.L. = FINISHED FOOTWAY LEVEL
   S.L. = SOFFIT LEVEL
3. ALL FINISHED LEVELS ARE SUBJECT TO DETAILED DESIGN.



ELEVATION ON PROPOSED FOOTBRIDGE

SPANS DERIVED ON BRIDGE CENTRELINE (ie IGNORING END SKEWS)
NOT TO SCALE

REV.	DESCRIPTION	ORIGINATED BY & DATE	CHECKED BY & DATE	APPROVED & DATE
A	ORIGINAL VERSION			

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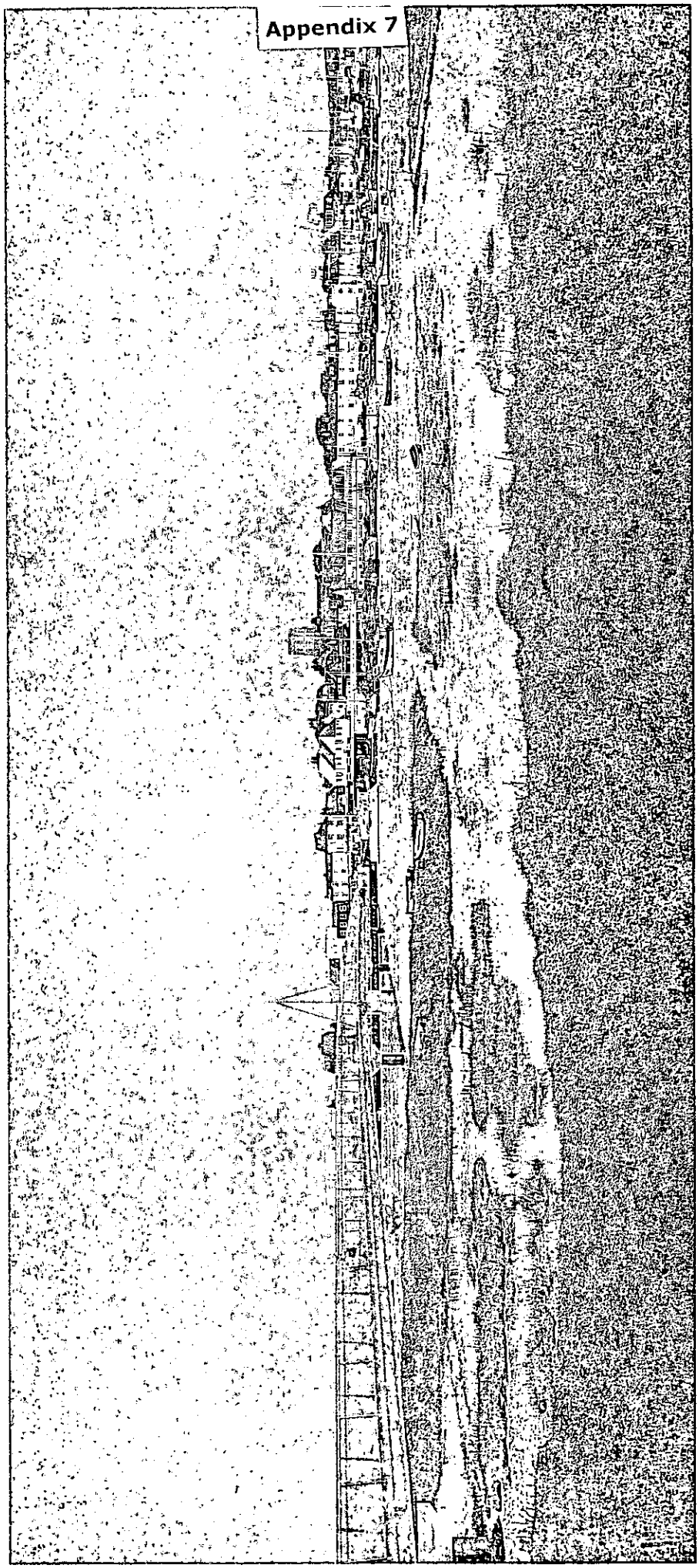
CLIENT: OSBORNE

PROJECT: SHOREHAM HARBOUR FOOTBRIDGE

TITLE: FINISHED LEVELS

Drawn	M.A.T.	M. Thorpe	AUG 2011	Contract No. 6010	Scales As Noted
Checked	A.M.	A.Manickavasagam	AUG 2011	Drawing No. 6010/004	REV. #1
Approved	A.M.	A.Manickavasagam	AUG 2011		

FOR PLANNING


Appendix 7

CFA Reference No:	10043-CC-DS	Status	5th Draft
Directorate	Communities		
Team/service	Major Projects Team		
Proposal to be assessed	Connect2 - Shoreham Harbour Footbridge Replacement		
Your name & position	Tony Bathmaker	Contact No.	X82227
New/existing project?	Existing	Proposal CFA deadline	05/09

For the purposes of this form we refer to your proposal/policy/project as Proposal

1. Please outline your proposal

This Connect2 scheme aims to replace the current narrow footbridge spanning Shoreham Harbour and linking Shoreham Town Centre and Shoreham Beach. The new bridge will be wider making provision for both pedestrians and cyclists. Additionally improvements will be made to the Highway on both Shoreham Beach and Shoreham Town Centre to establish an improved cycle route between Shoreham Beach and Shoreham-by-Sea railway station. The scheme has been budgeted at just under £6m and should be completed before the end of March 2013. WSCC is proposing to invest £3m in the project with a further £770,000 invested by Sustrans[*1] through the Peoples Millions.

[*1] Sustrans is the UK's leading sustainable transport charity.

2. What places or geographical areas will be affected?

The replacement bridge is situated in Shoreham-by-Sea, Adur District, West Sussex. The entire route runs from the entrance to Shoreham Beach at the end of Ferry Road, across Shoreham Harbour using the footbridge and through the town centre to Shoreham-by-Sea railway station. Adur District, Marine Ward, St. Marys Ward, Southlands Ward, St. Nicholas Ward & Southwich Green Ward.

3. Who are your customers?

Anyone who will use the bridge including:

1) Local Community of Shoreham, particularly Shoreham Beach

2) Sustrans who have promoted the Connect2 schemes and supported them through the Peoples Millions

3) WSCC Structures Group who will have to maintain the replacement bridge

4) Adur District Council who may be the planning authority

5) Adur Houseboat Community who may be affected by the design of the new bridge

6) Cyclists who will be able to use the new bridge and route to Shoreham-by-Sea railway station

7) West Sussex Highways

8) Local Emergency Services

4. Can you provide evidence showing what your customers think about this proposal?
Connect2 won £750,000 of funding from the Big Lottery Fund through Sustrans via the Peoples Millions public television vote. The local community was very supportive during the TV voting process. Emails and phone calls suggest the public is supportive but concerned about potential periods of bridge closure. 4 Stakeholder Briefs have been issued to date with no negative feedback. Feedback from attendance at Shoreham Beach Residents Association AGM also suggests a strong support for the scheme in principal. Attendance at the meeting was well received. Positive feedback to setting up of project website on WSCC internet. Press coverage generally positive thus far. The local houseboat residents have been consulted with and they were very supportive and they suggested another local bridge to visit. Their 2 main concerns are the potential periods of bridge closure and the possibility that the bridge may have a fixed span. Customers have sent numerous emails asking questions and offering opinions on the scheme.

*Date of Research Governance Approval:	

5. From this evidence:	
5a What have you learnt from understanding your customers?	Generally supportive of scheme. Appreciative of effort by the project to engage with them. Biggest issues will be navigability of the river once the new bridge is complete and unavailability of the crossing during the build process. Emergency Planning Group would like access for vehicles over the bridge.
5b Are there any customers who are negatively affected by your proposal?	Residents of Shoreham Beach will be inconvenienced by the closure of the existing footbridge whilst the new bridge is built. There is no alternative route except via the Norfolk Bridge. A long detour if you live at the Eastern End of Shoreham Beach. The Houseboat community will not be negatively affected by the retention of the opening span. The key issue was the ability to navigate houseboats past the bridge.
5c Are there any customers who are positively affected by your proposal?	All users of the bridge should be positively affected by the improved width and provision for cyclists in addition to pedestrians. No design work has yet been completed but it is hoped the new design will also offer an improved view of the harbour.

WSCC wants to understand customer needs and tailor services to fit those needs wherever possible. We also have a legal obligation to provide evidence that we have considered the needs of the following equality groups. The groups are not mutually exclusive and are intended to help prompt your own thinking.

Diverse Communities. For example		Impact?
Gender	Women	No Impact
	Trans People	No Impact
Sexual Orientation	Lesbian Women	No Impact
	Gay Men	No Impact
	Bisexual	No Impact
Black and Minority Ethnic	Asian / Asian British	No Impact
	Black / Black British	No Impact
	Mixed Race	No Impact
	Irish	No Impact
	Gypsies & Travelers	No Impact
	Chinese	No Impact
	Migrant Groups	No Impact
	Refugees/Asylum	No Impact
Disability	Physical Impairment	No Impact
	Sensory Impairment	No Impact
	Mental Health	No Impact
	Learning Difficulties	No Impact
	Long Term Health	No Impact
Age	Aged 0 to 17	No Impact
	Aged 18 to 25	No Impact
	Aged 50 to 80	No Impact
	Aged 80+	No Impact
Belief	Religion or Belief	No Impact
(Give Details)	The scheme does not impact on beliefs or religion.	
Carers	Carers	No Impact
Social Deprivation	Rural	No Impact
	Urban	No Impact
	Unemployed	No Impact
	Homeless	No Impact
Other	Pedestrians	Positive Impact
	Cyclists	Positive Impact
		No Impact

6. From these findings are you going to make any changes to your proposal?

If Yes: What are they?	The provision of a temporary bus service or similar during the build will be recommended to the Project Board. Representatives of Sustrans, Adur DC and WSCC Highways to participate on Project Board.
If No: Why not (i.e. costs)?	

7. How will you monitor to make sure your proposal continues to meet the needs of customers?

As yet no design is available. Most specific issues will come to light as the design process and associated consultations proceed. A stakeholder group is expected to be involved in the preliminary design process. This group may include local community representatives, the exact details will be confirmed when we have a preferred bidder.

Feedback via contact centre and emails/phone calls received by Project Team.

Monitor local press for comment.

Ongoing consultation during the life of the project.

Senior Management sign off

Signature		Date	

ACTION PLAN SUMMARY

On this sheet, please refer back to questions 6 & 7 of your form and summarise what actions you will be taking to respond to issues raised within the Customer Focus Appraisal.

Action No.	Details	CFA ref no: 10043-CC-DS Person Responsible	By When?
1	Recommend provision for temporary bus service	Project Manager	Completed & Agreed
2	Visit Forton Lake Bridge (as suggested by the houseboat community)	Project Manager	03/11/09 - Completed
3	Assess potential for Emergency Vehicle Access across the new bridge to support Emergency Planning Liaison Group	Project Manager	July 2010
4	Review & update this Customer Focus Appraisal	Project Manager	Quarterly - ongoing
5	Continue to issue Stakeholder Briefings	Project Manager	Quarterly - ongoing
6	Attend meeting with Shoreham Beach Residents	Project Manager & Project Executive	Completed
7			
8			
9			
10			