Peter Davies
Head of Planning and Community
Adur District Council
Civic Centre
Ham Road
Shoreham-By-Sea
West Sussex
BN43 6PR

Paul Heathorn
38 New Road
Shoreham-By-Sea
West Sussex
BN43 6RA

Copy

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<u>OJECTION</u> to the mixed use redevelopment of 79-81 Brighton Road, Shoreham-By-Sea, amendment including proposed permanent high level pedestrian bridge over A259 to proposed buildings.

Dear Peter Davies,

I would like you to consider my objections to this amended planning proposal. I object to the proposed footbridge for the following reasons:

Effect on the setting of Listed Buildings
The proposed footbridge would start/finish very close to the Listed Buildings at 55-57 New Road. My view is that the footbridge is out of character with these properties and would have a negative, jarring, effect on their setting. I believe this is not just because of the design of the footbridge, but because of the physical effect of bridging the gap between the Parcelforce site and New Road.

Effect on the character of a Conservation Area
The proposed footbridge would immediately be juxtaposed to the eastern edge of the Shoreham Conservation Area. My view is that this would have a very negative effect on the character of the Conservation Area. This appears to contradict the intention noted in the ***'Draft Character Appraisal'*** (August 2007, Planning Policy Team) document. This document refers to the "large disused Parcelforce building", stating that,

> *"Although this site is not within the designated Conservation Area, it is prominent and the development of the site will have a major impact on the appearance of the gateway into the area." (Page 13)*

My view is that the footbridge would create a major negative impact. Part of this negative effect would be visual; that it would be out of character with the setting of a Conservation Area and a Listed Building. Part would be practical for the reasons listed below.

Loss of a green space
I object to the plan to change the grass verge at the end of New Road to site the start/finish of the proposed footbridge. The proposal to add a supporting wall and level off the area would remove a green space within this densely populated area. Currently the grass verge is overlooked by the Listed Buildings at 55-57 New Road and forms a buffer between the New Road Conservation area and the road junction. These positive functions would be lost to the proposed footbridge.

Impact of pedestrian use of the footbridge
Although the footbridge is a response to the flood risk, I am very concerned that it could be used as a public access point for the whole of the proposed development. (A use which would not require further planning consent.) My view is that this would have a major negative impact on the quality of life for New Road residents.

Traffic and access problems
The 'character' of New Road is as one of the *"Residential Areas within the Historic Core"* of Shoreham. It has *"few vehicle movements"* (Both quotes from page 9 of the ***'Draft Character Appraisal'*** August 2007). The access provided by the footbridge would greatly increase the traffic on New Road and exacerbate the existing parking difficulties for residents. My view is that the footbridge would decrease the use of the proposed on-site parking at the Parcelforce development, something which detracts from one of the intentions of the proposed development.

Residential amenity
The increased pedestrian use of New Road stimulated by the proposed footbridge would cause problems of noise and litter. Currently, New Road is an 'edge' to the town centre. The access afforded by the footbridge would make it a thoroughfare between the town centre and the Parcelforce site development.

Overshadowing and Overlooking
I am concerned that the proposed footbridge would overshadow residential properties on New Road. I am also concerned that the pedestrians using the footbridge would overlook residential properties on New Road, particularly the properties that back onto the A259 which are not currently overlooked from this aspect.

Impact on road and traffic
I am aware that separate consideration is being given to improving the junction between the A259 and New Road. I understand that it is possible a roundabout or traffic lights could replace the existing arrangement. I am concerned that the proposed footbridge could negatively effect these considerations, altering the end of New Road as a response to a flood risk at the Parcelforce site rather than for the benefit and safety of road users.

Precedent
I ask that consideration be given to the precedent which the proposed footbridge could create. I am concerned that the footbridge's purpose - on flood evacuation grounds - would be a relevant consideration for many sites to the East where development is planned. This planning application would set a precedent for a troublesome and cumbersome solution to flood evacuation concerns. The precedent could change the character, use and visual appearance of numerous sites along the A259.

I ask that the Committee reject this proposal.

Thank you for the time spent considering my objections.

Yours sincerely,

[redacted]

Paul Heathorn.