Development Management – Delegated Officer Report

Application Number: AWDM/0606/15 Recommendation: APPROVE

Site: Garage Block, Britannia House, High Street, Shoreham-By-Sea

Proposal: Demolition of existing garage block and construction of 4 no. garages and 1 no. studio unit and communal common room and kitchen area on ground floor with an additional 5 no. studio units at first floor (6 no. units in total) for student accommodation; cycle and refuse storage at ground floor level

Date of Site Visit: Originally 12 June and subsequent visits throughout the determination of the application

Neighbours Checked: Y

Additional neighbour notification: N

Proposal, Site and Surroundings:

This application seeks permission for the construction of 4 garages, 6 studio units for accommodation by students, an associated communal area, bicycle and refuse storage.

The previous garage block has already been demolished and has more latterly been used as a storage/vehicle parking area seemingly in connection with Norfolk House immediately to the south which is currently in the process of being converted to residential use. The boundary wall behind the garages is still in situ beyond which is The Bridge public house which has windows facing the site. To the north east is Britannia House which has shops and commercial uses on its ground floor and maisonettes facing south. Eastwards of this is Riverside House, a three-storey block on the High Street frontage plus a lower two-storey block (Flats 9-14) with small gardens on the riverside.

Planning History:

Planning permission was granted in 2012 for a complete remodelling of Norfolk House to create 8 four storey townhouses with a 9th townhouse attached to the east. As part of this scheme the block of 8 garages were approved to be demolished and replaced by a two-storey office building, with the offices on the first floor and the ground floor comprising 3 car parking spaces, bins and cycle storage, toilets and entrance lobby (AWDM/0871/11 refers and followed an earlier scheme ADC/0056/11 to redevelop the office block and garages with a 72 bedroom hotel). Conservation Area consent for demolition of the garages (ADC/0872/11) was granted in 2012.

Planning permission was granted in 2013 for the addition of first floor to existing garage block to create 1 no. 2-bed flat and the demolition of 1 no. garage to form entrance and storage (AWDM/0910/13). Permission had previously been refused in 2012 for the redevelopment of the garage block to provide two residential units, with undercroft parking for three vehicles, cycle and bin storage (AWDM/1504/12).

Consultations:

West Sussex Highways:

The application seeks approval for the demolition of an existing garage block to provide 7 x 1 bedroom studio flats with 4 associated garages and the inclusion of secure cycle storage.

The building is situated in a sustainable location with a local train station and bus stops easily accessible by foot, therefore encouraging residents to use sustainable forms of transport. The ability to secure bicycles on site is envisaged to mitigate the need for a private car as well. However there is sufficient space for residents wishing to use a private car to park and turn on site, allowing them to exit on to the High Street in the forward gear.

I have checked the most recently available verified accident records, which reveals a number of reported road traffic accident in the vicinity of the access to the site. Having thoroughly checked this data, it does not appear to be relevant to the proposal.

Based on these comments there would be no concerns to this application from a highway safety perspective. If the LPA are minded to approve this application, a condition securing the parking and cycle storage should be included.

Technical Services

Thank you for the opportunity to comment upon this application, the proposed site lies within flood zones 2 and 3 but appears to be unaffected by surface water flooding.

I have liaised with the Environment Agency, who confirmed that agreement has been reached over the design of the seawall protection for the site and that the EA have subsequently given their approval for the wall. Therefore providing the wall is in place the proposals contained in this application do not present me with any issues except for the disposal of surface water. This will be routed into the River Adur via existing pipework, and the EA will wish to comment upon this aspect.

You will need to condition the approval to construct if given such that surface water disposal is to be approved and agreed by the EA.

Environment Agency

No objection subject to a condition.

Environmental Health

The area of development just off the High Street has been identified by DEFRA as an area severely affected by noise.

I would ask for an acoustic assessment to be undertaken to ascertain the exact noise exposure of the property including a scheme to protect the habitable rooms from excess noise. The standard to be achieved shall meet the recommended standards set out in Table 4 of British Standard 8233: 2014 and the LAmax level recommended in the World Health Organisation's Night Time Noise Guidelines for Europe 2009.

The scheme should recognize that the High Street is an Air Quality Management Area and any whole house ventilation scheme or forced air ventilation to habitable rooms should have the air intake at roof level to minimize the level of traffic polluted air blown directly into the property.

Upon the receipt of a noise report, the following further comment was received:

I would request the mechanical ventilation.

The Noise Policy Statement England advises that noise should be minimised as far as reasonably practicable. It is my opinion that it is reasonably practicable to install mechanical ventilation in order that windows can remain closed to achieve the good noise level in BS8233 2014. This request is consistent with the Planning Noise Advice Document Sussex.

http://www.adur-worthing.gov.uk/media/media,121802,en.pdf

It makes sense that occupants have the option to open and close windows, particularly during hot summer months. They may wish to close the windows when they go to bed and rely on the mechanical ventilation, thereafter.

Contamination condition required.

Representations:

2 letters of objection have been received on the grounds of highway safety, overdevelopment of the site, overlooking, loss of privacy and light, loss of view to Norfolk Bridge and devaluation of property.

1 letter of support has been received stating that the development would be an excellent use of previously under used space.

Relevant Planning Policies:

Adopted Adur District Local Plan 1993-2006 (ADC 1996) (saved policies): AG1, AH7, AB23 & AB25

National Planning Policy Framework (CLG 2012)

Planning Practice Guidance (CLG 2014)

Planning Assessment

Planning permission has already been granted on 2 separate occasions for the redevelopment of this site and Conservation Area consent has also granted for the demolition of the garages which added little to the visual character of the area.

The previous permissions, which have not been implemented, were for an office block and then for a residential unit that would have been constructed over the existing garages.

The office consent could still be implemented as part of the wider permission for Norfolk House that is currently being completed. The residential permission could not now be implemented as it relied on the retention of the now demolished garages but given the previous permission, it appears highly unlikely that if a new build scheme was submitted of similar dimensions to that which proposed the retention of the garages, it could be resisted since the loss of the garaging had previously been accepted by the grant of Conservation Area consent.

In terms of the scale and impact of the proposed building, therefore, a precedent has already been established by the previous permissions and it is not considered that there is any reasonable justification to resist this proposal on such grounds. It is not considered that there will be any additional impact upon the surrounding character of the area or amenities of neighbouring properties when compared to earlier approvals.

The main difference is, therefore, the proposed use for student accommodation. During the determination of the application, a reduction in one unit was made with a communal area replacing it. While, as such, there is no direct policy guidance regarding the size of student accommodation or the provision of amenity areas, it was felt that the provision of a communal area is quite normal to support the student accommodation around it. Supporting information states that the accommodation would be used to house students studying aviation at the airport. There are about 50 such students but currently no purpose built accommodation.

It is considered that the proposed site is suitable for the provision of such facilities being close to the town centre and subject to a condition requiring the building to be used for student accommodation purposes only, the application is considered acceptable.

Recommendation

APPROVE subject to the following conditions:

01 Full Permission

02 Prior to commencement of the development hereby approved (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), the following components of a scheme to deal with the risks associated

with contamination of the site shall each be submitted to and approved in writing by the Local Planning Authority:-

(1) A preliminary risk assessment which has identified:-
- o all previous uses;
- o potential contaminants associated with those uses;
- o a conceptual model of the site indicating sources, pathways and receptors; and
- o potentially unacceptable risks arising from contamination at the site.

(2) A site investigation scheme, based on (1) above to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

(3) The site investigation results and the detailed risk assessment (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

(4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express consent of the Local Planning Authority.

The scheme shall be implemented as approved above and, prior to commencement of any construction work (or such other date or stage in development as may be agreed in writing with the Local Planning Authority), a Verification Report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a 'long-term monitoring and maintenance plan') for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan, and for the reporting of this to the Local Planning Authority.

Reason: *To prevent pollution of groundwater and in the interests of environmental protection and public health and safety*

03 The development permitted by this planning permission shall only be carried out in accordance with the approved FRA and the following mitigation measures

detailed within the FRA:

1. Finished floor levels are set no lower than 5.68 m above Ordnance Datum (AOD) as referenced in the FRA

2. Ensure the flood defence wall is built around the site to 5.1m AOD as referenced in the FRA.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.

Reason: To reduce the risk of flooding to the proposed development and future occupants.

04 No development shall be commenced until a scheme for the provision and implementation of foul and surface water drainage works has been submitted to and approved in writing by the Local Planning Authority. These drainage works shall be completed in accordance with the details and timetable approved by the Local Planning Authority and the dwelling shall not be occupied prior to completion of the works.

Reason: To prevent pollution of the water environment by ensuring the necessary infrastructure is in place and to ensure that the development is adequately drained.

05 The development hereby permitted shall be implemented in accordance with the acoustic report submitted by CST Environmental & Acoustic Consultants and dated August 2015 including that mechanical ventilation shall be provided in accordance with details to be submitted and approved by the Local Planning Authority prior to the occupation of the development hereby permitted. The approved details shall be maintained thereafter.

Reason: In the interests of residential amenity and having regard to saved policy AH2 of the Adur District Local Plan and the policies of the National Planning Policy Framework.

06 No development shall be carried out unless and until a schedule of materials and finishes to be used for the external walls (including windows and doors) and roof of the proposed building has been submitted to and approved in writing by the Local Planning Authority and the development shall be completed in accordance with the approved schedule.

Reason: In the interests of visual amenity and to comply with saved policy AH2 of the Adur District Local Plan.

07. No construction work shall be carried out on site unless and until provision has been made in accordance with details approved by the Local Planning Authority for temporary parking and loading/unloading of all contractors' vehicles,

and for contractors' buildings, plant, and stacks of materials. Such provision shall be retained and used for the purpose specified in the approved details throughout the period of work on the site with all vehicles, plant and materials kept within the areas so approved.

Reason: In the interests of highway safety and amenity.

08. The development shall not be occupied until the parking and cycle spaces shown on the submitted plans have been provided. The areas of land so provided shall not thereafter be used for any purpose other than parking of vehicles incidental to the use of the proposed accommodation.

Reason: To ensure adequate provision for parking clear of the highway and to encourage sustainable modes of transport in accordance with the policies of the National Planning Policy Framework.

09. No building on the site shall be occupied until the associated facilities for storing refuse and waste, including for waste that can be recycled, have been provided in accordance with details to be submitted and agreed in writing with the Local Planning Authority.

Reason: In the interests of amenity.

10 Prior to the occupation of the development hereby permitted, a management plan shall be submitted to and approved by the Local Planning Authority detailing measures to protect the amenities of neighbouring occupiers further to the information provided on page 13 of the submitted Design and Access Statement.

Reason: In the interests of amenity

11 The development hereby permitted shall be only be occupied as student accommodation for students in full-time education only and for no other form of accommodation unless otherwise agreed in writing by the Local Planning Authority

Reason: The proposal is considered acceptable as it seeks to provide student accommodation

12 Development in accordance with approved plans

Is recommendation contrary to letter(s) of representation? Y

Case Officer: [redacted] Date: 12/11/2015

Authorised by: [redacted] Date: 12/11/2015