Exp 18/1

Development Control – Delegated Officer Report

Application Number: ADC/0452/06 **Recommendation – Temporary permission**

Site: **Area 2 Southlands Hospital, Upper Shoreham Road Shoreham-by-Sea**

Proposal: **Temporary access (opposite 242 Upper Shoreham Road) and roadway for construction traffic to proposed care home site on south-west corner of Southlands Hospital**

The Application

The proposal is to demolish part of the flint/brick boundary wall to Upper Shoreham Road, creating a gap 20m wide, and to construct an access for a temporary roadway to the proposed care home construction site 300m to the south.

The access would be formed east of the Conservation Area, midway between the junctions of Greenways Crescent and Garden Close on the opposite side. The roadway would be 5.5m wide with 6m radius curves on either side of the entrance and 2m by 90m visibility splays either side. There would be 2.4m high steel gates set 10m back from the main road. Either side, between the existing frontage wall and the gates, would be 2.4m high painted plywood fencing.

The rest of the roadway is depicted on the plan, running westwards behind the frontage buildings, along the line of an existing road, beside a line of trees subject to TPO, through the conservation area, and then southwards to the building site.

Consultations and Representations

County Transport Planning Services: Comments awaited. The Stage 1 Safety Audit was sent with the application and comment was received on 11 December that a Designer's Response was needed. The latter was sent to WSCC on 21 December but no reply has been received from them.

Director of Services: The EHO has no adverse comments.

Third Parties: A letter from the residents of No.242 Upper Shoreham Road asks for assurances that the access would not become permanent and requests white lines be painted across driveways. A reply was sent on 5 January asking for any further comments (and confirmation whether they wished to speak at committee) by 15 January but no response has been received.

Relevant Planning Policies and Guidance

Adopted West Sussex Structure Plan 2001-16 (WSCC 2005): LOC1, DEV1, DEV4-5
Adopted Adur District Local Plan 1993-2006 (ADC 1996): AG1, AT12
PPS1 'Delivering Sustainable Development' (ODPM 2005)
PPG13 'Transport' (DTLR 2001)
Southlands Hospital Site Development Brief (ADC July 2000)

Planning Assessment

In their consideration of the care home application (SU/18/06), the Committee expressed the view that construction traffic should be encouraged to access the site from the north rather than through St Giles Close (where the permanent access to the care home was approved). This proposal accedes to that request.

Only the access onto the classified road itself requires a planning application. The rest of the temporary roadway through the disused part of the hospital site consititutes 'permitted development' under Class A of Part 4 of the T&CP(GPD) Order 1995 which relates to temporary works on or adjoining building sites.

The relevant concern is the effect on highway safety, together with that on the visual and residential amenities of the locality. The site lies outside the Conservation Area encompassing the original workhouse buildings at Southlands.

Policies

AT12 requires safe and adequate access to development sites. DEV4 requires safe and convenient access and the encouragement of more sustainable forms of travel. Policy DEV1 requires high quality development taking into account the need to have regard to local context including the varied traditions and character of different areas, the site characteristics, streetscape and use of materials and styles.

Highway safety

The location of the proposed access accords with the diagrammatic indication given in the Development Brief for the permanent access, being the safest location that avoids the Conservation Area. It is of adequate width and with the appropriate radii. The visibility splays are slightly deficient at 2m (rather than the 2.4m minimum standard) by 90m (NB. 70m would normally be required where traffic speeds average 30mph, 90m at 37mph).

The Stage 1 Safety Audit has identified the need for the gates to be set back 10m from the rear edge of the footway, for a footway to be provided on one side, for better forward visibility into the site by removing more wall, to build

out the kerb if necessary to achieve 2.4m by 90m splays (or survey existing traffic to show the 2m distance is acceptable). The amended plan forming the Designer's Response does not include all of these changes.

Visual amenity

The removal of 20m of the attractive flint/red brick wall running along the whole road frontage is a visually undesirable but nevertheless unavoidable necessity. Any narrower gap would give rise to highway safety issues. It is important that the sides are made good with new matching piers. Imposition of a condition also needs to be considered to require its rebuilding in the unlikely event of the proposed permanent residential development not materialising or having access in a different place.

The temporary roadway through the conservation area utilises an existing roadway. This runs alongside a line of trees subject to TPO. Some trimming back will be needed as the trees have grown since the site became redundant.

Residential amenity

The use of the proposed access by construction lorries may give rise to some disturbance to residents opposite. However, the road is wider than average and the dwellings are set well back, so they would not be affected to an unacceptable extent. This inconvenience would arise wherever the access is located and would certainly be far worse if construction traffic were to use St Giles Close.

The part of the internal temporary roadway along the western side of the site may give rise to some complaints from residents in Park Avenue but the EHO has powers to deal with nuisance from building sites. The position shown is not excessively close to the boundary.

Recommendation

APPROVE for the reason:-

The proposal is the least environmentally harmful location for access for construction traffic necessary to construct the proposed care home and would not cause unacceptable detraction from highway safety. It would consequently not conflict with the policies of the Adur District Local Plan (AG1, AT12) and West Sussex Structure Plan (DEV1, DEV4)

Subject to:-

1. C1Di (temporary condition - amended)
   The access and roadway hereby permitted shall be removed and the flint/brick wall on the Upper Shoreham Road boundary rebuilt to match the existing wall on or before the period ending

on 31 July 2008 unless otherwise approved in writing by the LPA.
R. In the interests of visual amenity and highway safety, enabling the LPA to review the need for the access dependant upon development proposals for the remainder of the redundant part of the Southlands site, having regard to policies AG1 and AT12 of the ADLP and DEV1 and DEV4 of the WSSP.

2. C14A3 .....by the revised plan H13584 (SO) P121 Rev.B rec'd on 17 January 2007.
R. .....AT12 of ADLP and DEV4 of WSSP.

3. C9Ei

4. No gates shall be erected within a distance of 10m from the rear edge of the footway in Upper Shoreham Road.

   R. as condition 2 above

5. The ends of the remaining flint/brick wall on the road frontage shall be made good (with matching brick piers) prior to commencement of use of the proposed roadway in accordance with details to be submitted to and approved in writing by the LPA. The flint and bricks from the demolished section of wall shall be salvaged and stored in case they are needed in order to rebuild the wall as referred to in condition 1 above.
   R. In the interests of visual amenity having regard to policies AG1 of the ADLP and DEV1 of the WSSP.

6. No lopping or cutting back of the trees subject to Tree Preservation Order shall take place except in accordance with details which have first been submitted to and approved in writing by the LPA.

   R. as C11D

Case Officer..... [redacted] Date...18/1/07.....

Head of Planning & Community: [redacted] Date...18.1.07.....