From: Bartlett, Clare <Clare.Bartlett@DMHStallard.com>
Sent: 23 April 2010 15:29
To: teamp13@pins.gsi.gov.uk
Cc: SAskar1056@aol.com; yjosef@josefwhiteman.com; Hannah Barker
Subject: RE: APP/Y3805/E/10/2124627/NWF - Norfolk House, Shoreham-by-Sea (DMH Stallard Ref:210051/1)
Attachments: 7169890.pdf; 7169894.pdf; 7169898.pdf; 7169899.pdf; 7169902.pdf

Dear Ms Whitworth

Please find attached our appeal statement and appendices.

Regards,

Clare

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Appendix C

Office of the
Deputy Prime Minister
Creating sustainable communities

Planning shapes the places where people live and work and the country we live in. It plays a key role in supporting the Government's wider social, environmental and economic objectives and for sustainable communities.



PLANNING

Planning Policy Statement 1:
Delivering Sustainable Development

The Government's Objectives for the Planning System

1. Planning shapes the places where people live and work and the country we live in. Good planning ensures that we get the right development, in the right place and at the right time. It makes a positive difference to people's lives and helps to deliver homes, jobs, and better opportunities for all, whilst protecting and enhancing the natural and historic environment, and conserving the countryside and open spaces that are vital resources for everyone. But poor planning can result in a legacy for current and future generations of run-down town centres, unsafe and dilapidated housing, crime and disorder, and the loss of our finest countryside to development.

2. Good planning is a positive and proactive process, operating in the public interest through a system of plan preparation and control over the development and use of land.

3. Sustainable development is the core principle underpinning planning. At the heart of sustainable development is the simple idea of ensuring a better quality of life for everyone, now and for future generations. A widely used definition was drawn up by the World Commission on Environment and Development in 1987: "development that meets the needs of the present without compromising the ability of future generations to meet their own needs."

4. The Government set out four aims for sustainable development in its 1999 strategy.[2] These are:

   - social progress which recognises the needs of everyone;
   - effective protection of the environment;
   - the prudent use of natural resources; and,
   - the maintenance of high and stable levels of economic growth and employment.

   These aims should be pursued in an integrated way through a sustainable, innovative and productive economy that delivers high levels of employment, and a just society that promotes social inclusion, sustainable communities and personal well being, in ways that protect and enhance the physical environment and optimise resource and energy use.

5. Planning should facilitate and promote sustainable and inclusive patterns of urban and rural development by:

   - making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life;
   - contributing to sustainable economic development;
   - protecting and enhancing the natural and historic environment, the quality and character of the countryside, and existing communities;
   - ensuring high quality development through good and inclusive design, and the efficient use of resources; and,

2 A Better Quality of Life – A Strategy for Sustainable Development for the UK – CM 4345, May 1999. The strategy is currently subject to review.

- ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community.

6. The principles of sustainable development have been incorporated in the Government's vision for sustainable communities, set out in *Sustainable Communities – building for the future.*[3] Planning has a key role to play in the creation of sustainable communities: communities that will stand the test of time, where people want to live, and which will enable people to meet their aspirations and potential.

7. To help meet these broad objectives, the country needs a transparent, flexible, predictable, efficient and effective planning system that will produce the quality development needed to deliver sustainable development and secure sustainable communities. National policies and regional and local development plans (regional spatial strategies and local development frameworks) provide the framework for planning for sustainable development and for that development to be managed effectively. Plans should be drawn up with community involvement and present a shared vision and strategy of how the area should develop to achieve more sustainable patterns of development.

8. This plan-led system, and the certainty and predictability it aims to provide, is central to planning and plays the key role in integrating sustainable development objectives. Where the development plan contains relevant policies, applications for planning permission should be determined in line with the plan, unless material considerations indicate otherwise.

9. Local communities, businesses, the voluntary sector and individuals have a right to a high quality service that is fast, fair, open, transparent and consistent and respects the cost, effort and commitment that has gone into engagement in plan making and in preparing and submitting applications. Planning authorities must ensure that plans are kept up to date and that planning applications are dealt with expeditiously, while addressing the relevant issues. Planning authorities should ensure also that they have in place appropriate arrangements for enforcement.

10. However, planning authorities need to go further. Under the Planning and Compulsory Purchase Act 2004 every local planning authority now has a responsibility for reporting, on an annual basis, the extent to which policies set out in local development plans are being achieved. Their role, therefore, is not restricted to plan making and development control, but involves facilitating and promoting the implementation of good quality development. They should therefore aim to provide a good quality service for managing the development of their area: making plans, dealing with development consents and assisting implementation, striving for continuous improvement with regard to matters such as openness, customer service and stakeholder satisfaction.

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3 ODPM, February 2003

Prudent use of Natural Resources

21. The prudent use of resources means ensuring that we use them wisely and efficiently, in a way that respects the needs of future generations. This means enabling more sustainable consumption and production and using non-renewable resources in ways that do not endanger the resource or cause serious damage or pollution. The broad aim should be to ensure that outputs are maximised whilst resources used are minimised (for example, by building housing at higher densities on previously developed land, rather than at lower densities on greenfield sites).

22. Development plan policies should seek to minimise the need to consume new resources over the lifetime of the development by making more efficient use or reuse of existing resources, rather than making new demands on the environment; and should seek to promote and encourage, rather than restrict, the use of renewable resources (for example, by the development of renewable energy). Regional planning authorities and local authorities should promote resource and energy efficient buildings; community heating schemes, the use of combined heat and power, small scale renewable and low carbon energy schemes in developments; the sustainable use of water resources; and the use of sustainable drainage systems in the management of run-off.

Sustainable Economic Development

23. The Government is committed to promoting a strong, stable, and productive economy that aims to bring jobs and prosperity for all. Planning authorities should:

(i) Recognise that economic development can deliver environmental and social benefits;

(ii) Recognise the wider sub-regional, regional or national benefits of economic development and consider these alongside any adverse local impacts;

(iii) Ensure that suitable locations are available for industrial, commercial, retail, public sector (e.g. health and education) tourism and leisure developments, so that the economy can prosper;

(iv) Provide for improved productivity, choice and competition, particularly when technological and other requirements of modern business are changing rapidly;

(v) Recognise that all local economies are subject to change; planning authorities should be sensitive to these changes and the implications for development and growth;

(vi) Actively promote and facilitate good quality development, which is sustainable and consistent with their plans;

(vii) Ensure the provision of sufficient, good quality, new homes (including an appropriate mix of housing and adequate levels of affordable housing) in suitable locations, whether through new development or the conversion of existing buildings. The aim should be to ensure that everyone has the opportunity of a decent home, in locations that reduce the need to travel;

(viii) Ensure that infrastructure and services are provided to support new and existing economic development and housing;

(ix) Ensure that development plans take account of the regional economic strategies of Regional Development Agencies, regional housing strategies, local authority community strategies and local economic strategies; and,

(x) Identify opportunities for future investment to deliver economic objectives.

Integrating Sustainable Development in Development Plans

24. Planning authorities should ensure that sustainable development is treated in an integrated way in their development plans. In particular, they should carefully consider the inter-relationship between social inclusion, protecting and enhancing the environment, the prudent use of natural resources and economic development – for example, by recognising that economic development, if properly planned for, can have positive social and environment benefits, rather than negative impacts, and that environmental protection and enhancement can in turn provide economic and social benefits.

25. The Planning and Compulsory Purchase Act 2004 requires that the regional spatial strategy and local development documents be subject to a sustainability appraisal[9], which will incorporate the requirements of the Strategic Environmental Assessment Directive[10].

26. In preparing development plans, planning authorities should:

(i) Recognise the needs and broader interests of the community to secure a better quality of life for the community as a whole.

(ii) Ensure that plans are drawn up over appropriate time scales, and do not focus on the short term or ignore longer term impacts and the needs of communities in the future. Planning authorities should consider both whether policies have short term benefits which may have long term costs, but also whether short term detriments (which are capable of being mitigated) may be offset by longer term benefits which are realistically achievable.

(iii) Not impose disproportionate costs, in terms of environmental and social impacts, or by unnecessarily constraining otherwise beneficial economic or social development.

(iv) Have regard to the resources likely to be available for implementation and the costs likely to be incurred, and be realistic about what can be implemented over the period of the plan.

(v) Take account of the range of effects (both negative and positive) on the environment, as well as the positive effects of development in terms of economic benefits and social well being. Effects should be properly identified and assessed through the sustainability appraisal process, taking account of the current quality of the environment in the area and any existing environmental issues relevant to the plan.

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9 Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks – Consultation Paper (OPDM, 2004).

10 Directive on the Assessment of the Effects of Certain Plans and Programmes on the Environment (2001/42/EC).

(vi) Ensure that plans and policies are properly based on analysis and evidence. Where the outcome of that analysis and evidence remains uncertain, policy makers should exercise and demonstrate soundly based judgement, taking account of the other principles set out in this paragraph. Where justifiable on the basis of the evidence available, a precautionary approach to proposals for development may be necessary.

(vii) Take full account of the need for transparency, information and participation.

(viii) Recognise that the impact of proposed development may adversely affect people who do not benefit directly. Local planning authorities can use planning conditions or obligations to ameliorate such impacts.

DELIVERING SUSTAINABLE DEVELOPMENT

General Approach

27. In preparing development plans, planning authorities should seek to:

(i) Promote national, regional, sub-regional and local economies by providing, in support of the Regional Economic Strategy, a positive planning framework for sustainable economic growth to support efficient, competitive and innovative business, commercial and industrial sectors.

(ii) Promote urban and rural regeneration to improve the well being of communities, improve facilities, promote high quality and safe development and create new opportunities for the people living in those communities. Policies should promote mixed use developments for locations that allow the creation of linkages between different uses and can thereby create more vibrant places.

(iii) Promote communities which are inclusive, healthy, safe and crime free, whilst respecting the diverse needs of communities and the special needs of particular sectors of the community.

(iv) Bring forward sufficient land of a suitable quality in appropriate locations to meet the expected needs for housing, for industrial development, for the exploitation of raw materials such as minerals, for retail and commercial development, and for leisure and recreation – taking into account issues such as accessibility and sustainable transport needs, the provision of essential infrastructure, including for sustainable waste management, and the need to avoid flood risk and other natural hazards.

(v) Provide improved access for all to jobs, health, education, shops, leisure and community facilities, open space, sport and recreation, by ensuring that new development is located where everyone can access services or facilities on foot, bicycle or public transport rather than having to rely on access by car, while recognising that this may be more difficult in rural areas.

(vi) Focus developments that attract a large number of people, especially retail, leisure and office development, in existing centres to promote their vitality and viability, social inclusion and more sustainable patterns of development.

(vii) Reduce the need to travel and encourage accessible public transport provision to secure more sustainable patterns of transport development. Planning should actively manage patterns of urban growth to make the fullest use of public transport and focus development in existing centres and near to major public transport interchanges.

(viii) Promote the more efficient use of land through higher density, mixed use development and the use of suitably located previously developed land and buildings. Planning should seek actively to bring vacant and underused previously developed land and buildings back into beneficial use to achieve the targets the Government has set for development on previously developed land.

(ix) Enhance as well as protect biodiversity, natural habitats, the historic environment and landscape and townscape character.

(x) Address, on the basis of sound science, the causes and impacts of climate change, the management of pollution and natural hazards, the safeguarding of natural resources, and the minimisation of impacts from the management and use of resources.

28. Planning authorities should demonstrate how their plans are integrating various elements of sustainable development and should seek to achieve outcomes which enable social, environmental and economic objectives to be achieved together. Considering sustainable development in an integrated manner when preparing development plans, and ensuring that policies in plans reflect this integrated approach, are the key factors in delivering sustainable development through the planning system. Planning decisions should be taken in accordance with the development plan unless other material considerations indicate otherwise. Planning decisions taken in accordance with the plan are therefore key to the delivery of sustainable development.

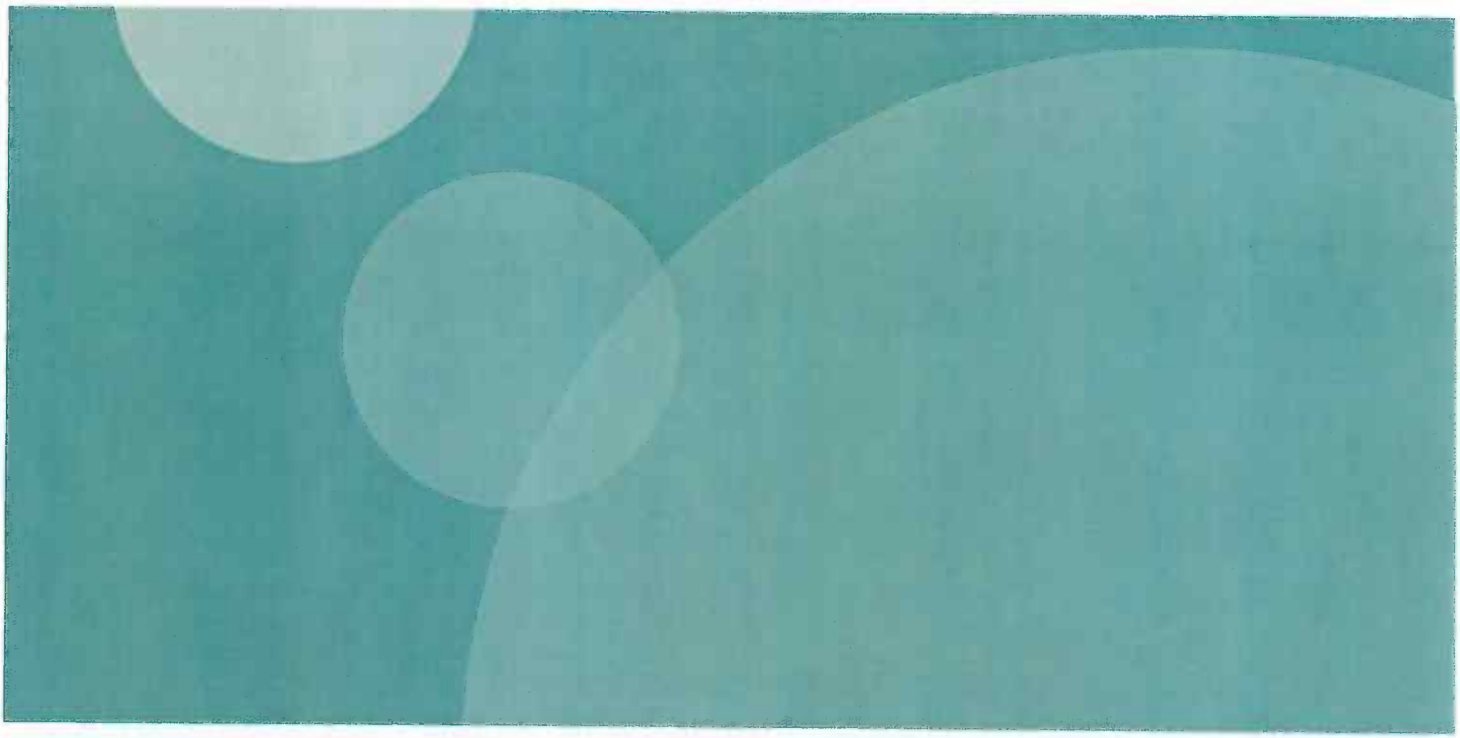
29. In some circumstances, a planning authority may decide in reaching a decision to give different weight to social, environmental, resource or economic considerations. Where this is the case, the reasons for doing so should be explicit and the consequences considered. Adverse environmental, social and economic impacts should be avoided, mitigated, or compensated for.

Spatial Plans

30. The new system of regional spatial strategies and local development documents should take a spatial planning approach. Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they can function.

Communities and Local Government

Planning shapes the places where people live and work and the country we live in. It plays a key role in supporting the Government's wider social, environmental and economic objectives and for sustainable communities.



Planning Policy Statement 4:

Planning for Sustainable Economic Growth

reasonable prospect of their take up during the plan period. If there is no reasonable prospect of a site being used for the allocated economic use, the allocation should not be retained, and wider economic uses or alternative uses should be considered

i. at the local level, encourages new uses for vacant or derelict buildings, including historic buildings[10]

j. At the local level, considers how sites for different business types can be delivered, including by the use of compulsory purchase to assemble sites and other planning tools including area action plans, simplified planning zones and local development orders

k. facilitates new working practices such as live/work

POLICY EC3: PLANNING FOR CENTRES

EC3.1 Regional planning bodies and local planning authorities should, as part of their economic vision for their area, set out a strategy for the management and growth of centres over the plan period. Regional planning bodies should focus on higher level centres (those of more than local importance) in the region to provide a strategic framework for planning for centres at the local level. As part of their strategy regional planning bodies and local planning authorities should:

a. set flexible policies for their centres which are able to respond to changing economic circumstances and encourage, where appropriate, high-density development accessible by public transport, walking and cycling

b. define a network (the pattern of provision of centres) and hierarchy (the role and relationship of centres in the network) of centres that is resilient to anticipated future economic changes, to meet the needs of their catchments having:

i. made choices about which centres will accommodate any identified need for growth in town centre uses, considering their expansion where necessary, taking into account the need to avoid an over concentration of growth in centres. Identified deficiencies in the network of centres should be addressed by promoting centres to function at a higher level in the hierarchy or designating new centres where necessary, giving priority to deprived areas which are experiencing significant levels of 'multiple deprivation'[11] where

[10] See *Heritage Works: The Use of Historic Buildings in Regeneration* (English Heritage, RICS and BPF, 2005) and *Regeneration and the Historic Environment: Heritage as a Catalyst for Better Social and Economic Regeneration* (English Heritage, 2005).

[11] Typically those within the most deprived 10% of 'super output areas' as identified in the English Indices of Deprivation and defined by the Index of Multiple Deprivations (IMD).

there is a need for better access to services, facilities and employment by socially excluded groups

ii. ensured any extensions to centres are carefully integrated with the existing centre in terms of design including the need to allow easy pedestrian access

iii. where existing centres are in decline, considered the scope for consolidating and strengthening these centres by seeking to focus a wider range of services there, promoting the diversification of uses and improving the environment

iv. where reversing decline in existing centres is not possible, considered reclassifying the centre at a lower level within the hierarchy of centres, reflecting this revised status in the policies applied to the area. This may include allowing retail units to change to other uses, whilst aiming, wherever possible, to retain opportunities for vital local services

v. ensured that the need for any new, expanded or redeveloped out-of-centre regional or sub-regional shopping centre or any significant change in the role and function of centres is considered through the regional spatial strategy.

c. at the local level, define the extent of the centre and the primary shopping area in their Adopted Proposals Map having considered distinguishing between realistically defined primary and secondary frontages in designated centres and set policies that make clear which uses will be permitted in such locations

d. at the local level, consider setting floorspace thresholds for the scale of edge-of-centre and out-of-centre development which should be subject to an impact assessment under (EC16.1) and specify the geographic areas these thresholds will apply to

e. define any locally important impacts on centres which should be tested (see policy EC16.1.f)

f. at the local level, encourage residential or office development above ground floor retail, leisure or other facilities within centres, ensuring that housing in out-of-centre mixed-use developments is not, in itself, used as a reason to justify additional floorspace for main town centre uses in such locations

g. at the local level, identify sites or buildings within existing centres suitable for development, conversion or change of use

h. at the local level, use tools such as local development orders, area action plans, compulsory purchase orders and town centre strategies to address the transport, land assembly, crime prevention, planning and design issues associated with the growth and management of their centres

POLICY EC4: PLANNING FOR CONSUMER CHOICE AND PROMOTING COMPETITIVE TOWN CENTRES

EC4.1 Local planning authorities should proactively plan to promote competitive town centre environments and provide consumer choice by:

a. supporting a diverse range of uses which appeal to a wide range of age and social groups, ensuring that these are distributed throughout the centre

b. planning for a strong retail mix so that the range and quality of the comparison and convenience retail offer meets the requirements of the local catchment area, recognising that smaller shops can significantly enhance the character and vibrancy of a centre

c. supporting shops, services and other important small scale economic uses (including post offices, petrol stations, village halls and public houses) in local centres and villages.

d. identifying sites in the centre, or failing that on the edge of the centre, capable of accommodating larger format developments where a need for such development has been identified

e. retaining and enhancing existing markets and, where appropriate, re-introducing or creating new ones, ensuring that markets remain attractive and competitive by investing in their improvement

f. taking measures to conserve and, where appropriate, enhance the established character and diversity of their town centres

EC4.2 Local planning authorities should manage the evening and night-time economy in centres, taking account of and complementing the local authority's Statement of Licensing Policy and the promotion of the licensing objectives under the Licensing Act 2003. Policies should:

a. encourage a diverse range of complementary evening and night-time uses which appeal to a wide range of age and social groups, making provision, where appropriate, for leisure, cultural and tourism activities such as cinemas, theatres, restaurants, public houses, bars, nightclubs and cafes, and

b. set out the number and scale of leisure developments they wish to encourage taking account of their potential impact, including the cumulative impact, on the character and function of the centre, anti-social behaviour and crime, including considering security issues raised by crowded places, and the amenities of nearby residents

c. support extensions to existing tourist accommodation where the scale of the extension is appropriate to its location and where the extension may help to ensure the future viability of such businesses

d. ensure that new or expanded holiday and touring caravan sites and chalet developments are not prominent in the landscape and that any visual intrusion is minimised by effective, high-quality screening and examine the scope for relocating any existing, visually or environmentally-intrusive sites away from sensitive areas or from sites prone to flooding or coastal erosion

e. recognise that in areas statutorily designated for their natural or cultural heritage qualities, there will be scope for tourist and leisure related developments, subject to appropriate control over their number, form and location to ensure the particular qualities or features that justified the designation are conserved

POLICY EC8: CAR PARKING FOR NON-RESIDENTIAL DEVELOPMENT

EC8.1 Local planning authorities should, through their local development frameworks, set maximum parking standards for non-residential development in their area, ensuring alignment with the policies in the relevant local transport plan and, where relevant, the regional strategy. Local planning authorities should not set minimum parking standards for development, other than for parking for disabled people.

EC8.2 In setting their maximum standards, local planning authorities should take into account:

a. the need to encourage access to development for those without use of a car and promote sustainable transport choices, including cycling and walking

b. the need to reduce carbon emissions[13]

c. current, and likely future, levels of public transport accessibility

d. the need to reduce the amount of land needed for development

e. the need to tackle congestion

f. the need to work towards the attainment of air quality objectives

g. the need to enable schemes to fit into central urban sites and promote linked trips

[13] See climate change supplement to *Planning Policy Statement 1: Delivering Sustainable Development.*

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f. the need to work towards the attainment of air quality objectives

g. the need to enable schemes to fit into central urban sites and promote linked trips

[13] See climate change supplement to *Planning Policy Statement 1: Delivering Sustainable Development*.

h. the need to make provision for adequate levels of good quality secure parking in town centres to encourage investment and maintain their vitality and viability

i. the need to encourage the shared use of parking, particularly in town centres and as part of major developments

j. the need to provide for appropriate disabled parking and access

k. the needs of different business sizes and types and major employers,

l. the differing needs of rural and urban areas

DEVELOPMENT MANAGEMENT POLICIES

POLICY EC10: DETERMINING PLANNING APPLICATIONS FOR ECONOMIC DEVELOPMENT

EC10.1 Local planning authorities should adopt a positive and constructive approach towards planning applications for economic development. Planning applications that secure sustainable economic growth should be treated favourably.

EC10.2 All planning applications for economic development should be assessed against the following impact considerations:

a. whether the proposal has been planned over the lifetime of the development to limit carbon dioxide emissions, and minimise vulnerability and provide resilience to, climate change[14]

b. the accessibility of the proposal by a choice of means of transport including walking, cycling, public transport and the car, the effect on local traffic levels and congestion (especially to the trunk road network) after public transport and traffic management measures have been secured[15]

c. whether the proposal secures a high quality and inclusive design which takes the opportunities available for improving the character and quality of the area and the way it functions

d. the impact on economic and physical regeneration in the area including the impact on deprived areas and social inclusion objectives

e. the impact on local employment

POLICY EC11: DETERMINING PLANNING APPLICATIONS FOR ECONOMIC DEVELOPMENT (OTHER THAN MAIN TOWN CENTRE USES) NOT IN ACCORDANCE WITH AN UP TO DATE DEVELOPMENT PLAN

EC11.1 In determining planning applications for economic development other than for main town centre uses which are not in accordance with the development plan, local planning authorities should:

a. weigh market and other economic information alongside environmental and social information

b. take full account of any longer term benefits, as well as the costs, of development, such as job creation or improved productivity including any wider benefits to national, regional or local economies; and

c. consider whether those proposals help to meet the wider objectives of the development plan

[14] See Paragraph 9 and 42 of *Planning and Climate Change: Supplement to Planning Policy Statement 1* (CLG, 2007).

[15] Advice on assessing transport impacts is set out in *Guidance on Transport Assessments* (DfT and CLG, 2007).

Communities and Local Government

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PLANNING

Planning Policy Statement 5:

Planning for the Historic Environment

DEVELOPMENT MANAGEMENT[10]

POLICY HE6: INFORMATION REQUIREMENTS FOR APPLICATIONS FOR CONSENT AFFECTING HERITAGE ASSETS

HE6.1 Local planning authorities should require an applicant to provide a description of the significance of the heritage assets affected and the contribution of their setting to that significance. The level of detail should be proportionate to the importance of the heritage asset and no more than is sufficient to understand the potential impact of the proposal on the significance of the heritage asset. As a minimum the relevant historic environment record should have been consulted and the heritage assets themselves should have been assessed using appropriate expertise where necessary given the application's impact. Where an application site includes, or is considered to have the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where desk-based research is insufficient to properly assess the interest, a field evaluation.[11]

HE6.2 This information together with an assessment of the impact of the proposal should be set out in the application (within the design and access statement when this is required) as part of the explanation of the design concept. It should detail the sources that have been considered and the expertise that has been consulted.

HE6.3 Local planning authorities should not validate applications where the extent of the impact of the proposal on the significance of any heritage assets affected cannot adequately be understood from the application and supporting documents.

POLICY HE7: POLICY PRINCIPLES GUIDING THE DETERMINATION OF APPLICATIONS FOR CONSENT RELATING TO ALL HERITAGE ASSETS

HE7.1 In decision-making[12] local planning authorities should seek to identify and assess the particular significance of any element of the historic environment that may be affected by the relevant proposal (including by development affecting the setting of a heritage asset) taking account of:

(i) evidence provided with the application

(ii) any designation records

10. 'Development' in this context means any works that require planning permission, listed building consent or conservation area consent, and references to 'applications for consent' mean applications for any of those consents.

11. Field evaluations which involve the disturbance of buried human remains will need to comply with the relevant burial legislation, as will any conditions imposed by the local planning authority.

12. This may relate to an application for planning permission, Listed Building Consent or Conservation Area Consent.

(iii) the historic environment record and similar sources of information

(iv) the heritage assets themselves

(v) the outcome of the usual consultations with interested parties; and

(vi) where appropriate and when the need to understand the significance of the heritage asset demands it, expert advice (from in-house experts, experts available through agreement with other authorities, or consultants, and complemented as appropriate by advice from heritage amenity societies).

HE7.2 In considering the impact of a proposal on any heritage asset, local planning authorities should take into account the particular nature of the significance of the heritage asset and the value that it holds for this and future generations. This understanding should be used by the local planning authority to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposals.

HE7.3 If the evidence suggests that the heritage asset may have a special significance to a particular community that may not be fully understood from the usual process of consultation and assessment, then the local planning authority should take reasonable steps to seek the views of that community.[13]

HE7.4 Local planning authorities should take into account:

- the desirability of sustaining and enhancing the significance of heritage assets, and of utilising their positive role in place-shaping; and
- the positive contribution that conservation of heritage assets and the historic environment generally can make to the establishment and maintenance of sustainable communities and economic vitality by virtue of the factors set out in HE3.1

HE7.5 Local planning authorities should take into account the desirability of new development making a positive contribution to the character and local distinctiveness of the historic environment. The consideration of design should include scale, height, massing, alignment, materials and use.

HE7.6 Where there is evidence of deliberate neglect of or damage to a heritage asset in the hope of obtaining consent, the resultant deteriorated state of the heritage asset should not be a factor taken into account in any decision.

HE7.7 Where loss of significance is justified on the merits of new development, local planning authorities should not permit the new development without taking all reasonable steps to ensure the new development will proceed after the loss has occurred by imposing appropriate planning conditions or securing obligations by agreement.

[13] Annex 2 provides an explanation of the different types of significance a heritage asset may have.

Planning Policy Guidance 13: Transport

General Principles on Jobs, Shopping, Leisure and Services

18. The overall approach on jobs, shopping, leisure and services (which includes education and health uses) outlined below, should be applied by all authorities in the preparation of RPG, when preparing or amending their development plans, and in determining planning applications for such uses. It is complementary to, and does not replace, the guidance in PPG6 on Town Centres and Retail Developments. Additional specific advice relating to particular uses is given in paragraphs 32 to 39 of this guidance, and on the use of travel plans in paragraphs 87 to 91. Local circumstances will influence how best to implement the policies, and paragraphs 40 to 44 provide additional advice on the approach to be taken in rural areas. This overall approach does not apply to warehousing and distribution uses; guidance in relation to these is provided in the section on freight in paragraphs 45 to 47.

Accessibility

19. A key planning objective is to ensure that jobs, shopping, leisure facilities and services are accessible by public transport, walking, and cycling. This is important for all, but especially for those who do not have regular use of a car, and to promote social inclusion. In preparing their development plans, local authorities should give particular emphasis to accessibility in identifying the preferred areas and sites where such land uses should be located, to ensure they will offer realistic, safe and easy access by a range of transport modes, and not exclusively by car [8] (rural authorities should take note of the advice in paragraphs 40 to 44). RPG should set a strategic framework for this exercise through the use of public transport accessibility criteria for regionally or sub-regionally significant levels or types of development.

Linking Planning and Transport

20. Local authorities should seek to ensure that strategies in the development plan and the local transport plan are complementary: consideration of development plan allocations and local transport priorities and investment should be closely linked. Local authorities should also ensure that their strategies on parking, traffic and demand management are consistent with their overall strategy on planning and transport. In developing the overall strategy, local authorities should:

1. focus land uses which are major generators of travel demand in city, town and district centres and near to major public transport interchanges. City, town and district centres should generally be preferred over out of centre transport interchanges. Out-of-town interchanges should not be a focus for land uses which are major generators of travel demand;

2. actively manage the pattern of urban growth and the location of major travel

generating development to make the fullest use of public transport. This may require the phasing of sites being released for development, in order to co-ordinate growth with public transport improvements, and ensure it is well related to the existing pattern of development;

3. take into account the potential for changing overall travel patterns, for instance by improving the sustainability of existing developments through a fully co-ordinated approach of development plan allocations and transport improvements; and

4. locate day to day facilities which need to be near their clients in local and rural service centres, and adopt measures to ensure safe and easy access, particularly by walking and cycling. Such facilities include primary schools, health centres, convenience shops, branch libraries and local offices of the local authority and other local service providers.

Local planning authorities should also encourage the provision of leisure and entertainment facilities serving local catchments and make provision for attractive local play areas, public open space and other recreational facilities in locations likely to be accessible without use of a car.

Key Sites

21. Local authorities should seek to make maximum use of the most accessible sites, such as those in town centres and others which are, or will be, close to major transport interchanges. These opportunities may be scarce. They should be pro-active in promoting intensive development in these areas and on such sites. They should develop a clear vision for development of these areas[9], prepare site briefs and, where appropriate, consider using compulsory purchase powers to bring development forward. Local authorities should review their development plan allocations and should:

- allocate or reallocate sites which are (or will be) highly accessible by public transport for travel intensive uses (including offices, retail, commercial leisure, hospitals and conference facilities), ensuring efficient use of land, but seek, where possible, a mix of uses, including a residential element; and
- allocate or reallocate sites unlikely to be well served by public transport for uses which are not travel intensive.

Partnership

22. Good partnerships between local authorities, transport providers and operators, developers, businesses and local residents are essential to achieving the objectives of this guidance. Local authorities should work with business, community and transport interests to ensure that plans and proposals are feasible. Likewise developers should discuss proposals with the local authority and transport providers and operators at the earliest stage.

3. Managing Travel Demand

Interchanges

48. Quick, easy and safe interchange is essential to integration between different modes of transport. Local authorities should promote more sustainable travel choices, by:

1. ensuring that interchange points are well related to travel generating uses, and that the design, layout and access arrangements of surrounding development and interchanges are safe and convenient so as to maximise the walking and cycling catchment population for public transport services;

2. identifying and, where appropriate, protecting sites and routes, both existing and potential, which could be critical in widening choices for passengers and ensuring that any such disused transport sites and routes are not unnecessarily severed by new development or transport infrastructure. In relation to rail use, this should be done in liaison with the SRA which can advise on the sites and routes that are important to delivering wider transport objectives, and

3. identifying interchange improvements that need to be made, and seeking funding through local transport plans, public-private partnerships and planning agreements. Further advice is given in Guidance on Full Local Transport Plans[15].

Parking

49. The availability of car parking has a major influence on the means of transport people choose for their journeys. Some studies suggest that levels of parking can be more significant than levels of public transport provision in determining means of travel (particularly for the journey to work) even for locations very well served by public transport. Car parking also takes up a large amount of space in development, is costly to business and reduces densities. Reducing the amount of parking in new development (and in the expansion and change of use in existing development) is essential, as part of a package of planning and transport measures, to promote sustainable travel choices. At the same time, the amount of good quality cycle parking in developments should be increased to promote more cycle use.

50. A consistent approach on parking should be set out in the RTS to avoid wasteful competition between different locations based around the supply or cost of parking, to the detriment of sustainable development. Policies on parking should be coordinated with parking controls and charging set out in the local transport plan, and should complement planning policies on the location of development.

51. In developing and implementing policies on parking, local authorities should:

1. ensure that, as part of a package of planning and transport measures, levels of parking provided in association with development will promote sustainable transport choices;

2. not require developers to provide more spaces than they themselves wish, other than in exceptional circumstances which might include for example where there are significant implications for road safety which cannot be resolved through the introduction or enforcement of on-street parking controls;

3. encourage the shared use of parking, particularly in town centres and as part of major proposals: for example offices and leisure uses (such as cinemas) might share parking because the peak levels of use do not coincide, provided adequate attention is given at the design stage;

4. take care not to create perverse incentives for development to locate away from town centres, or threaten future levels of investment in town centres. While greater opportunities exist to reduce levels of parking for developments in locations with good access by non car modes, local authorities should be cautious in prescribing different levels of parking between town centres and peripheral locations, unless they are confident that the town centre will remain a favoured location for developers. Advice in PPG6 makes clear that good quality secure parking is important to maintain the vitality and viability of town centres, and to enable retail and leisure uses to flourish;

5. require developers to provide designated parking spaces for disabled people in accordance with current good practice[16]

6. where appropriate, introduce on-street parking controls in areas adjacent to major travel generating development to minimise the potential displacement of parking where on-site parking is being limited;

7. require convenient safe and secure cycle parking in development at least at levels consistent with the cycle strategy in the local transport plan; and

8. consider appropriate provision for motorcycle parking.

Maximum Parking Standards

52. Policies in development plans should set maximum levels of parking for broad classes of development. Maximum standards should be designed to be used as part of a package of measures to promote sustainable transport choices, reduce the land-take of development, enable schemes to fit into central urban sites, promote linked-trips and access to development for those without use of a car and to tackle congestion. There should be no minimum standards for development, other than parking for disabled people.

53. There is a need for a consistent approach to maximum parking standards for a range of major developments, above the relevant thresholds. The levels set out in Annex D should be applied as a maximum throughout England, but RPBs and local planning authorities may adopt more rigorous standards, where appropriate, subject to the advice in this guidance. The maximum parking standards set out in annex D do not apply to small developments, that is, those below the relevant thresholds. Local authorities should use their discretion in setting the levels of parking appropriate for small developments so as to reflect local circumstances. By virtue of the thresholds, this locally based approach will cover most development in rural areas.

54. For individual developments, the standards in Annex D should apply as a maximum unless the applicant has demonstrated (where appropriate through a Transport Assessment) that a higher level of parking is needed. In such cases the applicant should show the measures they are taking (for instance in the design, location and implementation of the scheme) to minimise the need for parking.

55. It should not be assumed that where a proposal accords with the relevant maximum parking standard it is automatically acceptable in terms of achieving the objectives of this guidance. Applicants for development with significant transport implications should show (where appropriate in the Transport Assessment) the measures they are taking to minimise the need for parking.

56. A balance has to be struck between encouraging new investment in town centres by providing adequate levels of parking, and potentially increasing traffic congestion caused by too many cars. Where retail and leisure developments are located in a town centre, or on an edge of centre site as defined by PPG6, local planning authorities should consider allowing parking additional to the relevant maximum standards provided the local authority is satisfied that the parking facilities will genuinely serve the town centre as a whole and that agreement to this has been secured before planning permission has been granted. Local planning authorities should ensure that the scale of parking is in keeping with the size of the centre and that the parking provision is consistent with the town centre parking strategy.

Parking Controls and Charges

57. As part of an overall approach on parking, covering both the local transport plan and development plan, local authorities should adopt on-street measures to complement land use policies. Car parking charges should also be used to encourage the use of alternative modes. The RTS should set out the context for parking controls and charges by each local authority. Within this context, local authorities should set out appropriate levels and charges for parking which do not undermine the vitality of other town centres. Controls over public parking (both on-street parking and in car parks) need to be backed up by adequate enforcement measures.

58. Authorities should generally refuse planning permission for car parks which do not accord with this guidance or the policies set out in the development plan or local transport plan and where appropriate should encourage redevelopment or re-use of existing parking.

Park and Ride Schemes

59. Park and ride schemes, in appropriate circumstances, can help promote more sustainable travel patterns, both at local and strategic levels, and improve the accessibility and attractiveness of town centres. Schemes can vary considerably in size and purpose and may be based around bus, light rail or rail. Well-designed and well-conceived schemes - which accord with the advice in this guidance - should be given favourable treatment through the planning system.

60. Schemes need to be developed as an integral part of the planning and transport strategy for the area, and should be included in the local transport plan and, where possible, in the development plan. Proposals need to be consistent with the strategic context set out in the RTS, and where they would have a strategic role, for instance as a rail-based scheme on a main line, they would need to be considered within the regional transport and planning context.

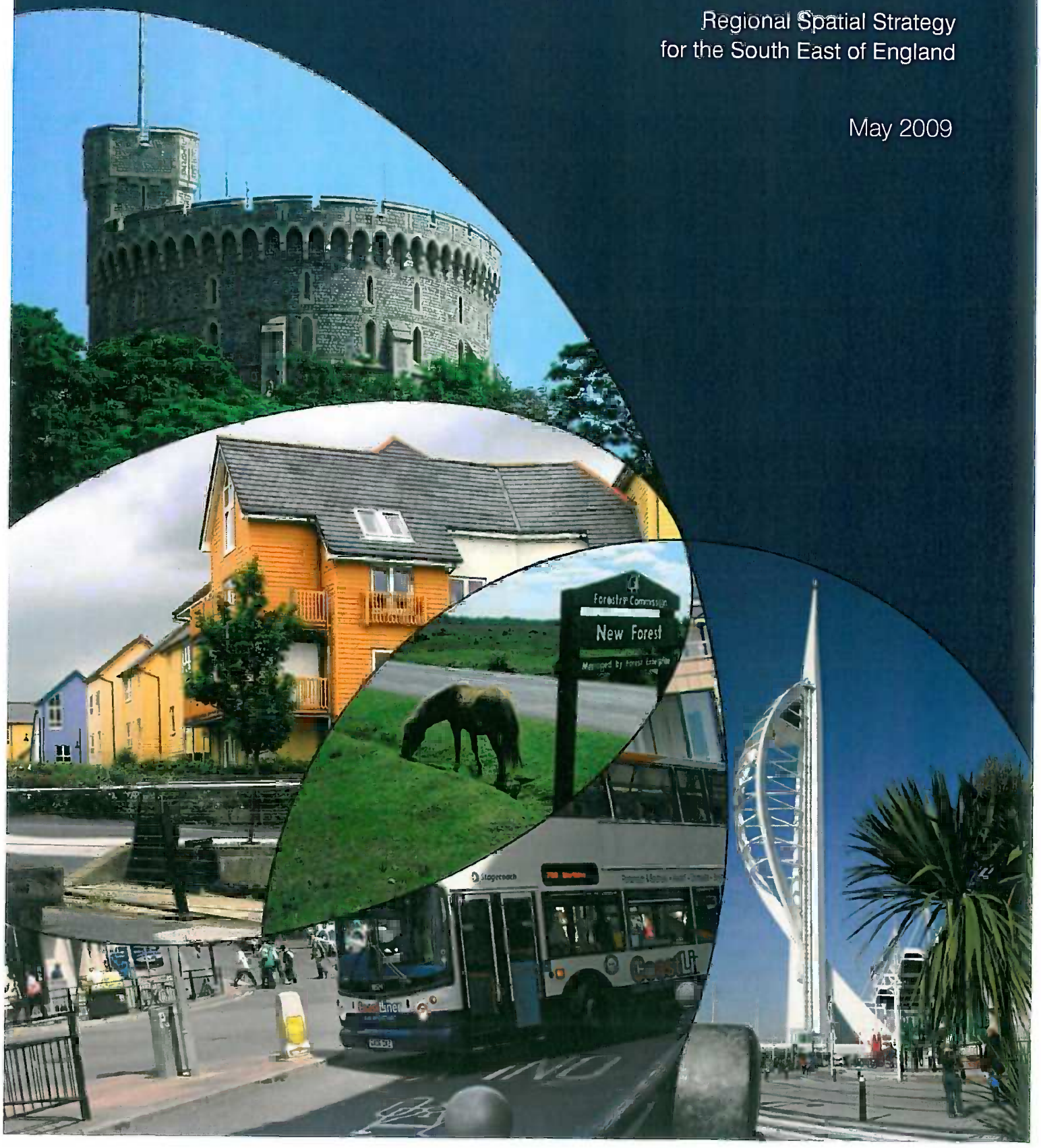
61. Schemes need to be subject to robust assessment, including consideration of

Government Office for the South East

The South East Plan

Regional Spatial Strategy for the South East of England

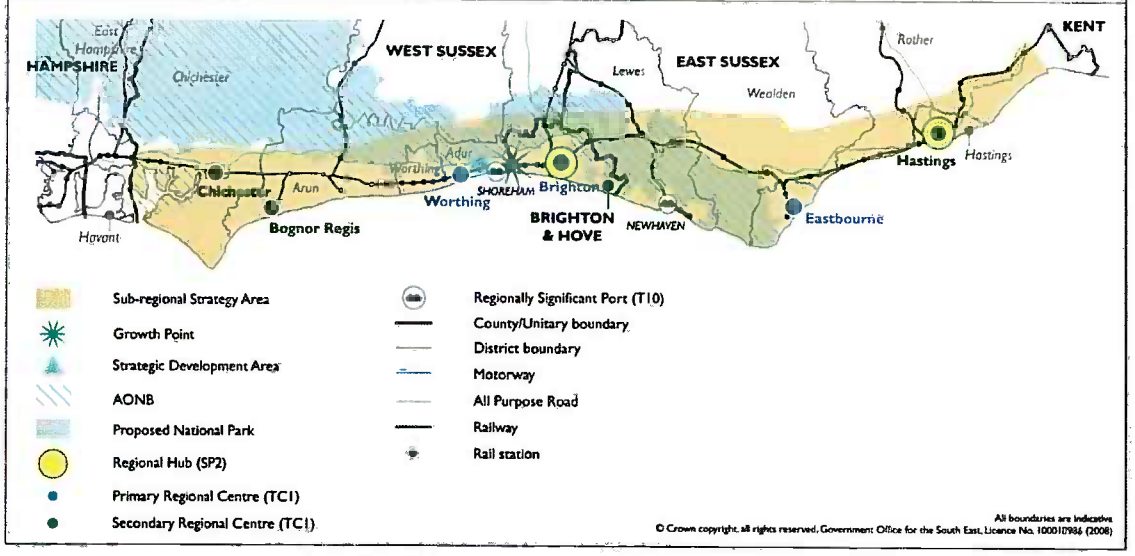
May 2009



17 Sussex Coast

Diagram SCT1

Sussex Coast Sub-regional Strategy Area



17.1 The 'Sussex Coast and Towns' was a Priority Area for Economic Regeneration in RPG9 and was defined as extending from Shoreham Harbour to Hastings. The sub-regional strategy now extends from Chichester to Rye in recognition of the wider area of structural economic weakness, although there is significant variation in economic and social needs within the sub-region. Compared with South East averages there are higher levels of multiple deprivation, lower levels of GVA, lower earnings, higher levels of unemployment, lower rates of business formation, a poorer qualified workforce and an ageing population. As well as the coastal towns, the sub-region includes the immediate rural hinterland which extends into the Sussex Downs AONB (which is to be replaced by the South Downs National Park) and High Weald AONB, and includes protected coastal areas. It contains the two regional hubs of Brighton & Hove and Hastings. Diagram SCT1 sets out the extent of the sub-region.

17.2 The particular challenges faced by the sub-region are how to:

- improve economic performance and raise earnings
- deliver sufficient decent homes and provide a well integrated mix to meet the needs of the area
- create a better balance between jobs and homes, reduce the house price/local earnings 'affordability gap' and minimise the need for out-commuting
- reduce deprivation and social exclusion by spreading the benefits of sustainable new development as widely as possible across local communities
- improve the transport links to reduce peripherality and assist take up of strategic employment sites
- achieve all the above in the context of the constraints on land supply while respecting the sub-region's high environmental quality and nationally designated landscapes.

Core Strategy

POLICY SCT1: CORE STRATEGY

Local authorities and other agencies should, as a priority, pro-actively pursue and promote the sustainable economic growth and regeneration of the Sussex Coast that will:

i. **reduce intra-regional disparities and help bring the performance of the sub-regional economy up to the South East average**

ii. **respond to the different needs, opportunities and characteristics of each town, or group of towns and all sections of their communities**

iii. **provide for sustainable urban extensions in Arun, Chichester (at the city or, if this is not possible, in other suitable and deliverable locations in the district), Rother and Wealden Districts and for major regeneration opportunities through a strategic development area (SDA) and Growth Point at Shoreham Harbour, including mixed use developments**

iv. **build upon and help deliver major improvements to the strategic transport infrastructure and services both to reduce its peripherality and to improve accessibility within the sub-region**

v. **achieve a better balance between the provision of housing and the capability of both the local environment and economy to absorb this in a sustainable way whilst responding as far as possible to the needs of local people (including key workers) for decent homes at a price/cost that they can afford. In particular, care will be taken to optimise the use of previously developed land, particularly in Brighton & Hove, whilst ensuring sufficient green infrastructure is delivered alongside new development**

vi. **protect and enhance the sub-region's high environmental quality and nationally designated landscapes(in both town and country), enhance its cultural and historic assets and promote excellence in the design of new developments in recognition of their importance to economic success and quality of life.**

17.3 Policy SCT1 aims to address many of the challenges referred to above. In doing so the sub-region's high environmental quality is to be protected by optimising the use of previously developed land, making the most of existing infrastructure and services concentrated within the towns and promoting sustainable urban extensions with supporting infrastructure in the areas specified to meet housing requirements. The policy recognises that locally sensitive solutions will be necessary to respond to the different needs and opportunities in the sub-region. The interim estimate (excluding any further opportunities yet to be defined at Shoreham Harbour) is 30,000 net additional jobs between 2006 and 2016 which will be monitored.

Enabling Economic Regeneration

POLICY SCT2: ENABLING ECONOMIC REGENERATION

To help realise a step change in the sub-region's economic performance, national, regional and other relevant agencies and authorities should give increased priority to investment decisions and other direct support for the sub-region. Key measures should include:

i. **directing national and regional assistance and expenditure to promote the social and economic regeneration of areas in greatest need by:**

- **continuing the support being given to Hastings/Bexhill and Shoreham in general, whilst**
- **increasing the priority given to other parts of the Sussex Coast (from Shoreham to Rye, including Brighton and Hove and Hastings)**
- **targeting other pockets of social and economic deprivation throughout the sub-region**

ii. **delivering improvements to east-west transport links by road and rail to improve accessibility, facilitate strategic development opportunities and enable the better functioning of overlapping local labour and housing markets**

iii. **maintaining and/or improving key north-south communication links that will also help to knit the coastal towns better into the rest of the South East and increase the sub-region's attractions as a business location.**

Affordable Housing

POLICY SCT6: AFFORDABLE HOUSING

In line with Policy H3 and based on up to date assessments of housing need, local planning authorities will establish appropriate policies and local targets for the provision of affordable housing in their area. Such policies and targets should comply with the following principles:

i. **the appropriate proportion of affordable housing sought should be the maximum that the viability of particular developments can support, bearing in mind the likely contributions towards the provision of infrastructure required under Policy CC7 and the Implementation Plan**
ii. **as a general guideline, 40% of new housing development should be affordable housing**
iii. **this guideline should not restrain local authorities from seeking a higher or lower proportion of affordable housing provision where local circumstances clearly justify it**
iv. **the type, size and nature of affordable housing sought should recognise the distinct needs of different sections of the community, including the elderly, other specialist groups in need of supported housing and key workers.**

17.12 The Sussex Coast sub-region has a below average supply of affordable housing at 12.6% of total stock in 2001 compared to the national and regional averages of 19.3% and 14% respectively. Policy SCT6 seeks to redress this while acknowledging that, since development opportunities vary across the sub-region, authorities will need to set their own affordable housing thresholds to reflect local circumstances but consistent with achieving the overall guideline across the sub-region of 40% of new housing development being affordable.

Implementation and Delivery

POLICY SCT7: IMPLEMENTATION AND DELIVERY

Local authorities, regional agencies, government representatives and other key stakeholders should agree a long-term vision and together develop joint, multi-agency plans and frameworks as a focus for delivering economic and social regeneration for the following areas:

i. **Hastings – Bexhill area – to develop and extend the work already undertaken in the 'Five Point Plan' into the longer term and to capitalise on Hastings as a regional hub**
ii. **Eastbourne – Hailsham area – to optimise the area's potential to provide employment space and associated housing in sustainable and strategically accessible locations along the A22 corridor**
iii. **Shoreham – Brighton & Hove and Adur – to continue to strengthen the economy of Brighton & Hove and the adjoining area as a major centre and hub and at Shoreham to capitalise on strategic port and airport site opportunities**
iv. **Newhaven area – to continue the regeneration of the town to strengthen its economic base, revitalise the port and improve the environment**
v. **coastal West Sussex from Selsey to Adur – to continue to develop the co-ordinated approach fostered by the Area Investment Framework and other specific initiatives.**

Such multi-agency plans should focus on the provision of an appropriate balance of additional employment space, affordable housing and the necessary infrastructure, facilities and services required to support development, investigation of business clusters, skills development and promotion of the sub-region.

12 Management of the Built Environment

Introduction

12.1 The built environment of the region has a profound influence on the quality of life for residents of the South East. Our cities, towns and villages provide the main source of employment opportunities, access to essential services, leisure opportunities and, most importantly, a home to the vast majority of the citizens of the region. It is essential that they are managed and developed in a way that reinforces and enhances all these roles. Policies in this chapter develop the principles of Policy SP3: Urban Focus and Urban Renaissance), and complement and expand Policy CC6: Sustainable Communities and Character of the Environment. The chapter also contains specific policies relating to neighbourhood management, suburbs and small market towns.

Management for an Urban Renaissance

POLICY BE1: MANAGEMENT FOR AN URBAN RENAISSANCE

Local authorities and their partners will use opportunities associated with new development to help provide significant improvements to the built environment. They will:

i. **through their community strategies and local development frameworks, set out an overall strategy for enhancing the quality of life in each urban area which reflects a vision developed in consultation with local communities**
ii. **work closely with key service providers to ensure that physical, community, cultural and green infrastructure is planned and phased in accordance with planned development**
iii. **in partnership with other public agencies, the private sector and the local community, establish innovative management arrangements for town centres, business parks, and residential neighbourhoods**
iv. **develop and implement public realm and open space strategies**
v. **promote and support design solutions relevant to context and which build upon local character and distinctiveness and sense of place, including the sensitive reuse of redundant or under-used historic buildings**
vi. **support and identify opportunities for appropriate higher density and mixed-use development schemes**
vii. **draw up design-led supplementary planning documents to help implement development briefs, design codes and master plans for key sites in consultation with key stakeholders.**

12.2 The concept of urban renaissance is a building block for the South East Plan. Urban renaissance goes far beyond the simple notion of concentrating the majority of development in urban areas. It is about making our towns and cities places where people will choose to live, work and spend their leisure time.

BOX BE1

Research has identified five pillars of urban renaissance, all of which should reinforce each other within the overall objective of raising quality of life.[1] Each applies equally to settlements of all sizes, from small market towns to suburban neighbourhoods and large cities. These principles should be reflected in local management of urban renaissance initiatives. They are:

Good Governance – Bringing together the local community, their elected representatives, businesses and developers to deliver an agreed vision for an area. This vision should be established through community strategies and delivered through the local development framework. Good governance requires co-ordinating agencies and investment to work towards common

1 *Living Places: Urban Renaissance in the South East*, URBED for Government Office for the South East, 2000

Village Management

POLICY BE5: VILLAGE MANAGEMENT

In preparing local development documents (LDDs), local planning authorities should positively plan to meet the defined local needs of their rural communities for small scale affordable housing, business and service development, taking account of changing patterns of agriculture, economic diversification, and continued viability of local services. LDDs should define their approach to development in villages based on the functions performed, their accessibility, the need to protect or extend key local services and the capacity of the built form and landscape setting of the village. All new development should be subject to rigorous design and sustainability criteria so that the distinctive character of the village is not damaged.

To assist this, local planning authorities should encourage community-led local assessments of need and action planning to inform decision making processes.

12.14 Villages form an important part of the network of settlements in the region, and are often the subject of pressures arising from their location in a highly dynamic region, but also from stagnation or exclusion, in some cases resulting from a loss of services or changing community structure. Villages are defined in this Plan as settlements with populations less than 3,000. Limited small-scale development can help meet the specific local housing, business and service needs of individual rural settlements, preferably informed by community led mechanisms such as parish plans and village design statements. Development must be guided by strong design requirements which respect the character of the settlement. Community and service needs may be partially met through joint services, co-location and information technology. In some cases, development may serve a group of villages.

Management of the Historic Environment

POLICY BE6: MANAGEMENT OF THE HISTORIC ENVIRONMENT

When developing and implementing plans and strategies, local authorities and other bodies will adopt policies and support proposals which protect, conserve and, where appropriate, enhance the historic environment and the contribution it makes to local and regional distinctiveness and sense of place. The region's internationally and nationally designated historic assets should receive the highest level of protection. Proposals that make sensitive use of historic assets through regeneration, particularly where these bring redundant or under-used buildings and areas into appropriate use should be encouraged.

12.15 The historic environment includes the physical evidence of past human activity. It is all around us as part of everyday life, and it is therefore dynamic and continually subject to change. It is not limited to the built environment and archaeological sites, but includes landscapes, both urban and rural and as an example of its great diversity, marine heritage sites around the coast. These environments are fragile and require protection, but also have an enormous potential to contribute to a sense of place and identity and add to the quality of our daily lives through understanding and appropriate management and access.

12.16 It is widely recognised that the South East has a rich and diverse historic environment.[4] This is a tremendous asset, a precious and irreplaceable expression of our history, heritage and culture, visibly so, where it lies at the heart of local and regional character and sense of place. The historic buildings and landscapes that characterise the region add much to the quality of life that underpins the region's economy. Both the rural

4 See for example *Heritage Counts: the State of the South East's Historic Environment*, English Heritage

ADUR DISTRICT LOCAL PLAN 1996

This plan covers the period 1st July 1993 to the middle of 2006.

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POLICY AB2

The District Planning Authority will formulate, publish for comment and implement preservation and enhancement proposals for all Conservation Areas during the Local Plan period.

POLICY AB3

Planning permission will not be granted for development which will generate a level of traffic flow, or other activity, likely to affect adversely the character of the Conservation Area.

7.12 Whilst new developments should not copy precisely the design, materials and layout of the principal buildings and features within a Conservation Area, the basic principles which contribute to the character of each location should be incorporated in new schemes in order to maintain the area's character. The District Planning Authority will require planning applications for development within Conservation Areas to contain sufficient detail to show the character of that development. Therefore, outline planning applications will not be acceptable unless they are accompanied by adequate illustrative drawings. In all designated Conservation Areas, the following policy will apply:-

POLICY AB4

New development (including extensions and alterations) within Conservation Areas will be required to be of a high standard of design and construction materials such as to preserve or enhance the character and appearance of the particular Conservation Area. Outline planning applications will not be acceptable unless accompanied by illustrative drawings to allow the District Planning Authority properly to assess the proposal.

7.13 Not all buildings in Conservation Areas contribute positively to their character. In exceptional cases it may be considered that redevelopment of a particular building may enhance a Conservation Area. In these cases the District Planning Authority will require full details of the planned new development in order for this to be properly assessed. Therefore, within all designated Conservation Areas:-

POLICY AB5

Where, in compelling circumstances, the District Planning Authority is minded to grant consent for demolition of a building in a Conservation Area as part of a redevelopment scheme, such consent will not be granted until detailed plans for redevelopment have been approved. Consent will be subject to a condition preventing demolition until a contract for the approved redevelopment scheme has been awarded.

7.14 Listed Buildings and "buildings of townscape merit" (see paragraph 7.25) are a particular asset of each Conservation Area. However, it is important that other traditional features such as doors, windows, flint walls

7.31 The following policies apply to the three defined town centre areas on the Proposals Map and will form the basis of Regeneration Strategies for each town centre in due course:-

POLICY AB13

The District Planning Authority in liaison with the Highway Authority will formulate, publish for comment and implement proposals for the environmental improvement of the town centres which may include pedestrianisation schemes. The proposals shall be sensitively designed using materials sympathetic to the location.

POLICY AB14

The District Planning Authority aims to take every opportunity to maintain and enhance the economic vitality of the town centres. New shopping development within the town centres will be encouraged but must be sympathetic to the location.

POLICY AB15

Infrastructure improvements will be encouraged to improve the shopping environment including where necessary, improvements to the existing car parking facilities and changes to traffic movement through the town centres, including traffic calming. Any proposals should have no detrimental effect on the character of the town centre.

7.32 The initiatives contained in these policies will form the basis of the Council's approach to Town Centre Management.

THE RIVERSIDE SETTING OF SHOREHAM-BY-SEA

7.33 The River Adur is important to the setting and character of Shoreham-by-Sea. It is a unique asset, providing an important natural amenity which attracts a variety of recreational activities, both land and water based.

7.34 The protection and enhancement of the riverscape is an important element in the regeneration of Shoreham-by-Sea. It is recognised that some riverside developments and uses are detrimental to the setting of the town and improvements should be sought as and when opportunities occur. Therefore, as part of the overall regeneration strategy for Shoreham, the Council will formulate long term plans for the enhancement of the river scene along the length of the river between the Surry Hard and the A27. It will identify opportunities to improve the river scene both through environmental improvements and opportunities arising from proposals for redevelopment and change of use. Therefore, within the Local Plan area:-

POLICY AB16

In order to protect and enhance the important amenity value of the River Adur, development which adversely affects views along and across it between the Surry Hard and the A27 will not be permitted.

Opportunities will be taken, when considering development proposals, to improve the river scene.

CONTROLLING ADVERTISEMENTS

7.35 Under planning legislation a number of types of advertisement can be displayed without the express consent of the District Planning Authority.[1] However, the District Planning Authority has the power to serve a Discontinuance Notice requiring the removal of such advertisements if they cause substantial injury to the amenity of the locality or a danger to the public.[2] During the Local Plan period, use will be made of such powers as and when necessary. All proposals for new advertisements requiring express consent will be examined both in relation to Central Government advice and to the following policy which applies to the whole Local Plan area:-[3]

POLICY AB17

The District Planning Authority will only grant express consent for advertisements which:-

(a) respect the character and appearance of the surrounding area, and

(b) do not create a danger or hazard to public safety.

7.36 The display of advertisements is subject to additional controls in certain parts of the District - all of the countryside and Conservation Areas (except much of Shoreham-by-Sea town centre) - under the County of West Sussex (Areas of Special Control) Order 1965 and Modification Order 1980.

7.37 Local Planning Authorities are required, every 5 years, to review Areas of Special Control, by considering the desirability of adding further areas, and removing areas in which stricter control is no longer appropriate. The District Planning Authority has reviewed the areas in Adur District, and proposes to recommend deletion of certain areas now in commercial use, and addition of those areas now forming part of Conservation Areas (as a result of reviews of Conservation Areas undertaken in 1992 and 1993). This is the subject of the following policy:-

POLICY AB18

The District Planning Authority will seek amendments to the County of West Sussex (Area of Special Control) Modification Order 1980, to remove or include those areas as shown on the Proposals Map.

Advertisements in Conservation Areas

7.38 Whilst the District Planning Authority recognises the important role

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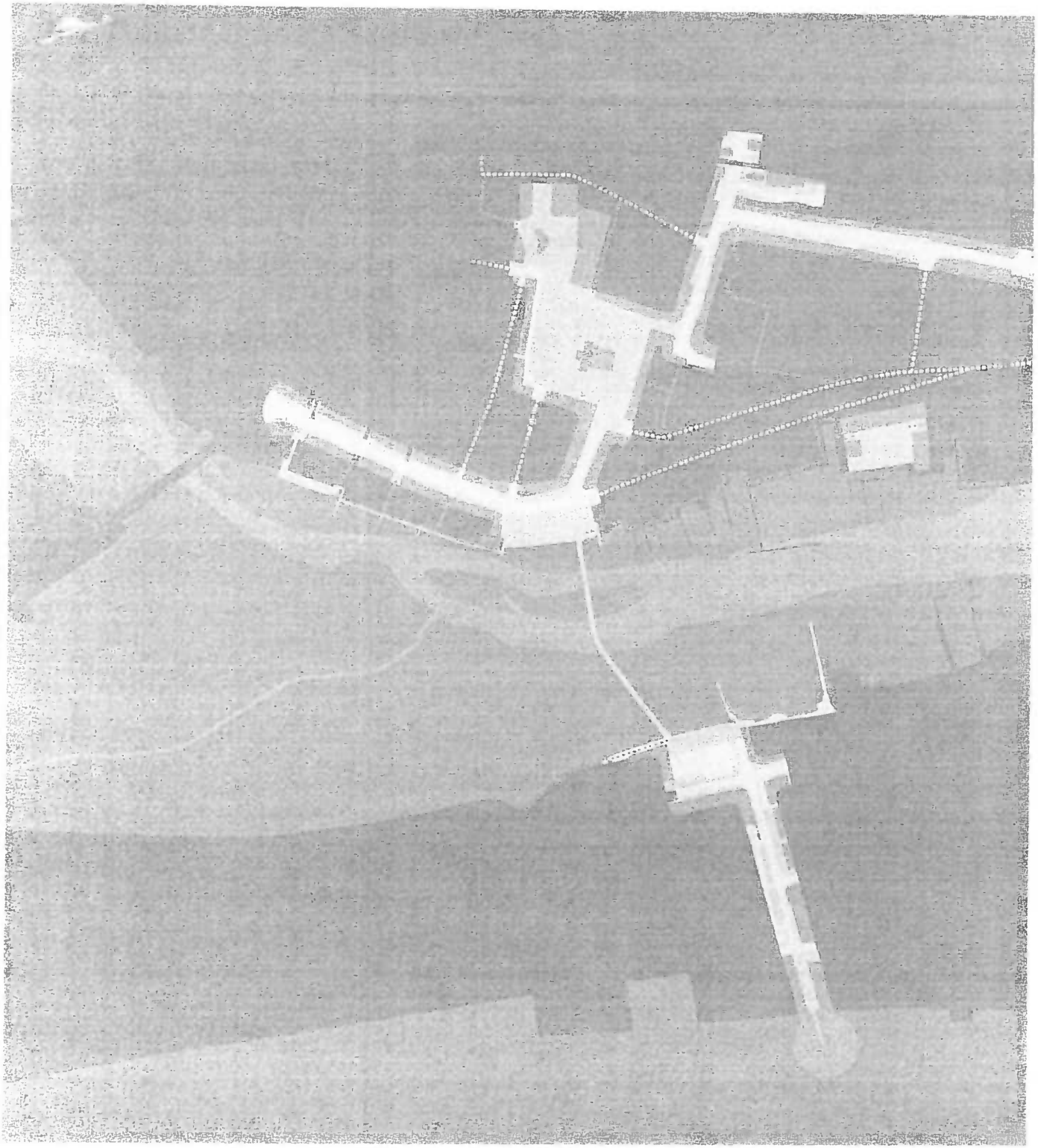
(1) Town and Country Planning (Control of Advertisements) Regulations 1992
(2) Town and Country Planning (Control of Advertisements) Regulations 1992, Regulation 8
(3) PPG19 and Circular 5/92



A strategy for Renaissance

March 2006

Allies and Morrison

FABER MAUNSELL | AECOM

CBRE
CB RICHARD ELLIS

ADUR

Part-time pedestrianisation of East Street

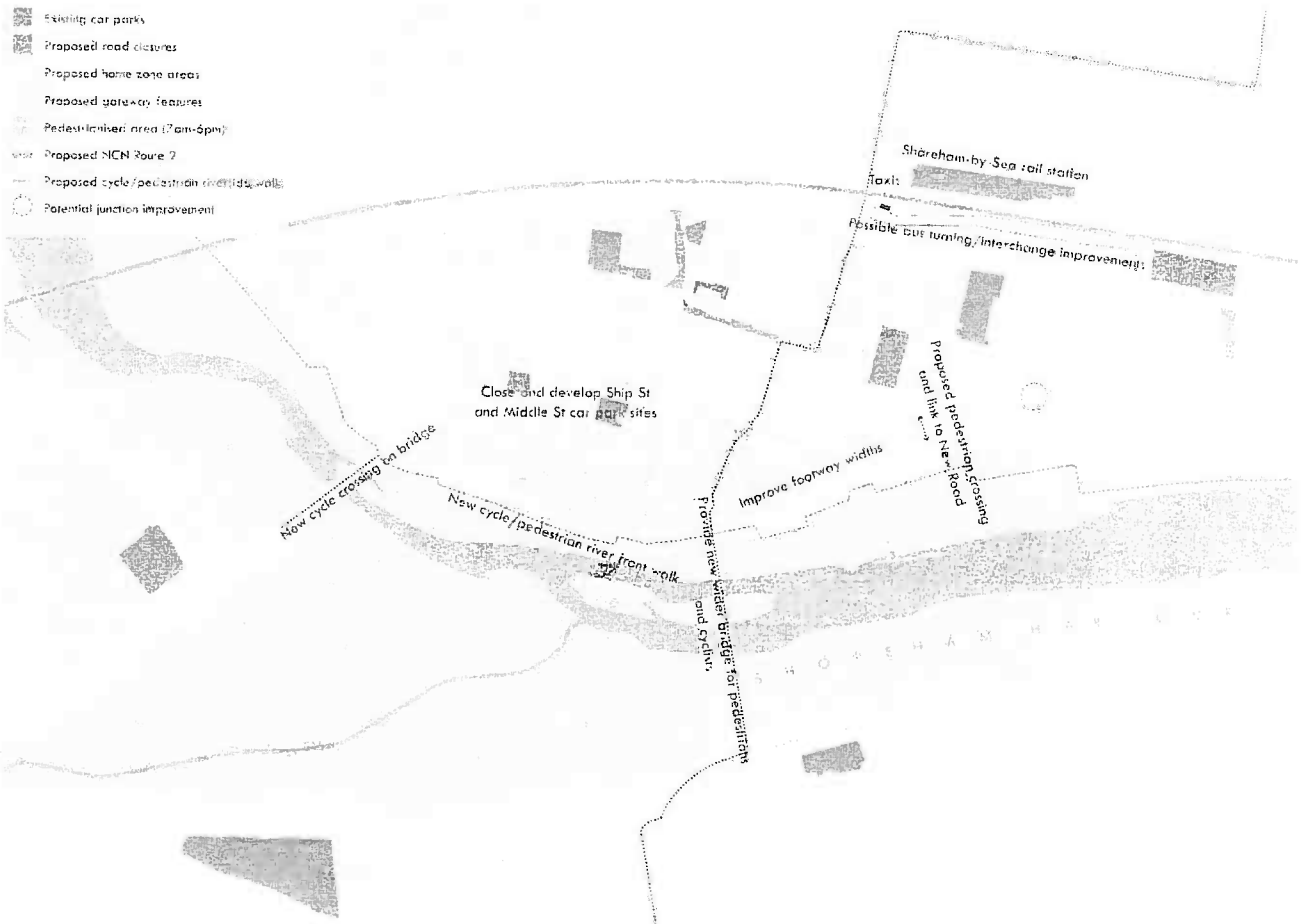
Improving the quality of the pedestrian and cycle link between the station and the High Street/footbridge along the axis of Brunswick Road and East Street is important. During market days the station is pedestrianised and the town centre is a more pleasant place to be. Improvements to the connectwork and road signage would enable this key spine to benefit from far greater pedestrian priority.

New riverside walk

The town centre already enjoys good links with the river. However, there is overwhelming support for the establishment of a riverside walk along the northern side of the Adur. It is unlikely that a continuous walk will be achievable, but several key development sites benefit from a riverside frontage. As these sites come forward, where possible, a riverside walk liking directly with the Shoreham Beach footbridge should be negotiated.

Footbridge

The existing footbridge to Shoreham Beach is in need of improvement and does not provide a cycle link across the river. A new iconic pedestrian bridge link could have a very significant regenerative impact on the town and could raise civic pride.



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Public realm strategy

This section sets out a strategy for enhancing Shoreham town centre's public realm. Overall aims for the town's public realm are identified along with a series of key areas for enhancement. Improvements range from the rationalisation of parking and traffic flows to the enhancement of important areas such as the setting of St Mary's Church. The public realm strategy is illustrated opposite.

Overall aims

- Rationalise parking and traffic flows within the town centre to improve the environment for pedestrians and pedestrian accessibility
- Improve visual and physical access to the waterfront
- Protect and enhance the setting of St Mary's Church
- Increase pavement widths and introduce semi-pedestrianised areas where appropriate to improve safety and enable activities such as the farmer's market and Adur Festival events to flourish
- Introduce a lighting strategy to enhance Shoreham's waterfront and key public spaces and location
- Rationalise street furniture and signage
- Ensure highest quality design for public realm improvements whilst being sympathetic to the character of the town

1. Pond Road

The opportunity exists for a new public square within the centre of Shoreham, situated at the community 'heart' of the town. The Shoreham Centre, health centre and public library will occupy new high quality buildings, providing enclosure and activity to a public space adjacent to St Mary's churchyard. Parking will be provided in a landscaped area adjacent to the square with the potential for parking in the square itself during the evenings when the Shoreham Centre is most used.

2. East St

Part-time pedestrianisation of East St and St Mary's Road enhances the setting of St Mary's Church, improves the safety for shoppers and enables a smaller square to be created.

3. Footbridge

The replacement of the current footbridge gives the opportunity to improve the link to Shoreham Beach. The new bridge should provide both cycle and pedestrian links and improved shelter from the wind. The footbridge should be realigned to improve its connectivity with Ferry Road.

4. Ferry Road

Public realm improvements to the riverside car park and Ferry Road create a much improved link between the town centre and the beach. Pedestrianisation (except for residential access) of Lower Beach Road offers the opportunity for outdoor space at the Shoreham Beach side of the footbridge, similar to Coronation Green. Low-scale retail and food/drink uses should be encouraged along this route and a new kiosk for Shoreham Beach could provide a point of destination.

5. Riverside walk

New development adjacent to the river should incorporate a riverside walk. Existing public access to the riverside should be enhanced.

6. Lighting and signage

A lighting scheme connects the new riverside public spaces and defines the riverside walk and the route between the beach and the town and key locations within the town.

7. Parcelforce

A public place is created as a destination along the riverside walk enabling leisure activities to take place and providing a high quality environment for both the existing moorings and new residential development.

8. The Ham

Pedestrianisation of the length of Eastern Avenue immediately between the Civic Centre and The Ham is enabled by the redirecting of traffic along an alternative route. This provides safe access to The Ham which, encouraging its use as an amenity space. This pedestrian route connects the proposed pubic car park (on the civic centre car park site) with Humphreys Gap which gives public access to the riverside. Tree planting improves the environment along Brighton Road. The potential of The Ham should be considered strategically as the focal part of a new village gateway scheme.

9. Station

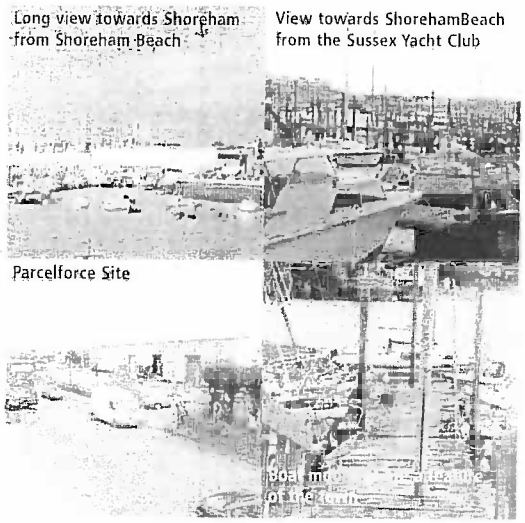
Public realm enhancement in front of the station could dramatically improve visitor's first impressions of the town. Relocated bus stops and a bus turning area improves the convenience of

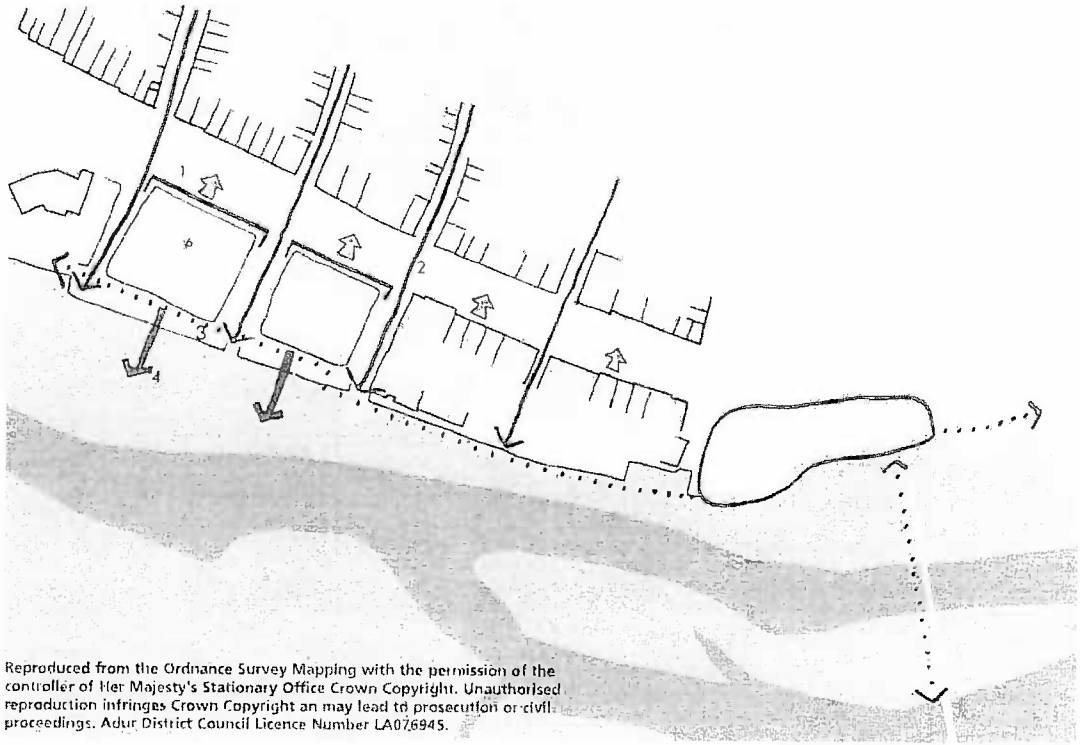
3 West end of High Street/DSS site

As identified in the urban design analysis section the western end of the southern side of High Street does not provide a positive frontage to the street. Whilst the frontage is active at ground floor level, it is the aesthetic quality of the buildings in this location which do not contribute positively to the character of the town. The office building to the rear, occupied by the Department of Work and Pensions, often referred to as the DSS building, has a very limited number of years left on its lease and it is therefore considered that the site presents a significant development opportunity to provide a more positive frontage to and from the river and help establish a riverside link.

Analysis and principles

1. Improve quality of frontage to High Street
2. Retain and enhance north - south connections to river
3. Establish riverside walk
4. Maximise views and river activity
5. Take full advantage of southerly aspect
6. Suitable for commercial and residential uses





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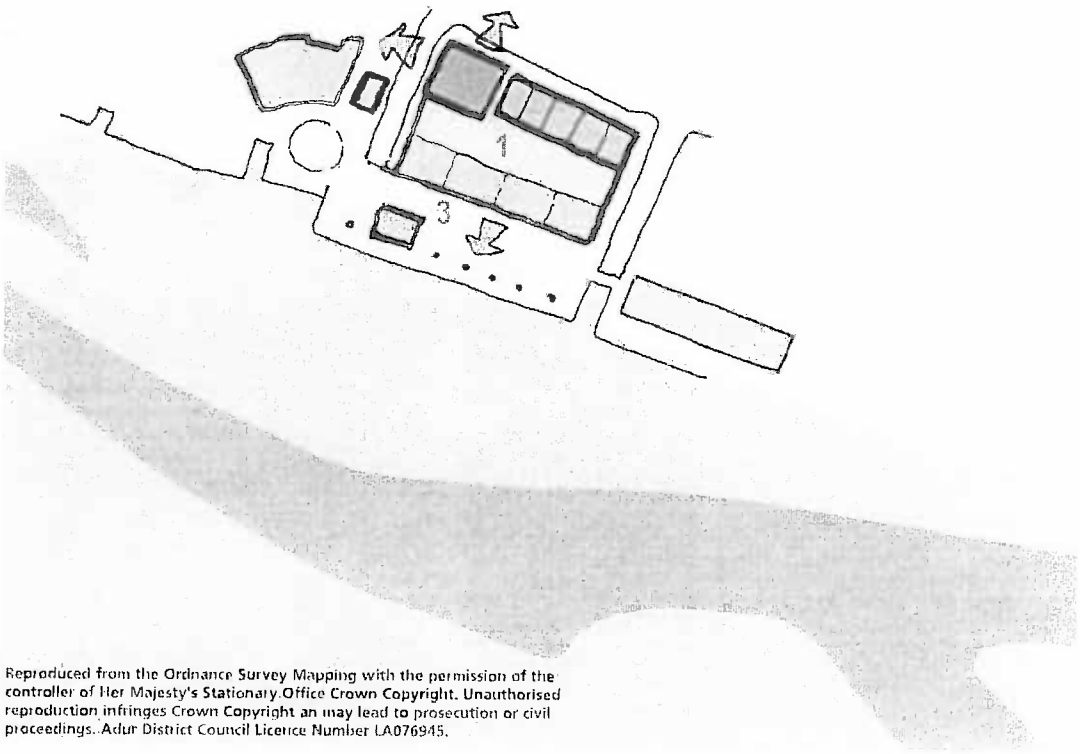
Key opportunities areas

8 West end of High Street/DSS site

1 Mixed use block, ground floor retail with residential above and commercial/office/leisure units to rear

2 High quality building at High Street gateway location

3 Establish riverside access



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REVISED COUNTY PARKING STANDARDS AND TRANSPORT CONTRIBUTIONS METHODOLOGY

Supplementary Planning Guidance adopted by West Sussex County Council November 2003

This Supplementary Planning Guidance (SPG) document was adopted by Cabinet Member for Highways and Transport in November 2003 following consultations with District & Borough Councils, Government Departments and agencies, the building industry, other interested groups and individuals and the general public via the County Council website and a local press notice.

The SPG has been prepared in partnership with officers from each of the West Sussex District and Borough Councils. It is anticipated that the SPG will be used by the County, District and Borough Councils when considering development proposals.

The SPG sets out:

- Revised parking standards for all development use classes (these standards have been developed through two separate consultation exercises – PPG13 and PPG3 (residential) standards were approved by Cabinet Member following consultation in July 2003. Parking standards for all 'other' use classes were approved by Cabinet Member following consultation in November 2003);

- A contributions methodology to be applied to commercial and residential development.

The SPG is supplemental to policies DEV3, DEV4 and DEV5 of the Deposit Draft West Sussex Structure Plan 2001 – 2016 and policies T14 and G4 of the adopted West Sussex Structure Plan 1993. The SPG also complements Supplementary Guidance adopted in July 1999 – 'The Provision of Service Infrastructure Related to New Development in West Sussex – Part 1'

Additional copies of this document can be obtained from West Sussex County Council, Highways and Transport, Development Control Group, The Grange, Tower Street, Chichester, West Susses, PO19 1RH.

Telephone 01243 777155.

	1995 STANDARD		STANDARD ADOPTED IN 2003	
HOTELS, MOTELS AND GUEST HOUSES	1 SPACE PER BEDROOM (including staff bedrooms) except within the Central Accommodation Area defined within the Local Plan Review : Deposit Document where a lower standard of 1 SPACE PER 2 BEDROOMS applies	–	**As per existing.**	No recent relevant applications or other evidence to support changing this standard. **No change.**

Appendix D

JOHN PACKER ASSOCIATES
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01825 769880

NORFOLK HOUSE, SHOREHAM

DAYLIGHT ANALYSIS (External)
OF PROPOSED SCHEME

APRIL 2010

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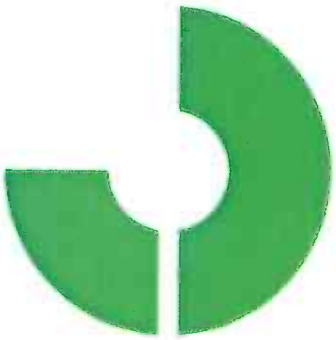
SUSTAINABLE DESIGN CONSULTANTS
& BUILDING SERVICES ENGINEERS



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APPENDIX 11

Rev	Originator	Approved	Date
01	JMW	DIB	09.04.10

1 INTRODUCTION

On behalf of Freebrook Limited, a Daylight analysis of the Proposed Scheme for the development of Norfolk House, Shoreham into a new hotel has been undertaken. The aim of this study is to assess the impact of the redevelopment of Norfolk House, on the availability of Sunlight to the rear elevation of Britannia House, Shoreham.

1.1 ASSESSMENT METHODOLOGY

The analysis was carried out using IES Virtual Environment software, version 6.0.5. The following modules of the software were used in the study:

- ModelIT – used to create/edit the building model data such as geometry, site and location.
- Radiance – used to calculate the sunlight (right to light) calculations.

1.2 MODEL DATA INPUTS AND PARAMETERS

The 3D computer model was based upon the drawings and photographs provided by Josef Whiteman Architects for the existing site and Proposed Scheme. A survey drawing by Harris Surveys Ltd provided information on the surrounding buildings. All the drawings are referenced below.

- 0803-4-P-050 Location Plan
- 0803-4-P-100 Proposed Site Plan
- 0803-4-P-101 Proposed Ground Floor Plan
- 0803-4-P-101A Site Plan & Ground Floor Plan
- 0803-4-P-102 Proposed First Floor Plan
- 0803-4-P-103 Proposed Second Floor Plan
- 0803-4-P-104 Proposed Third Floor Plan
- 0803-4-P-105 Proposed Fourth Floor Plan
- 0803-4-P-110 Proposed Roof Plan
- 0803-4-P-201 Proposed South & West Elevations
- 0803-4-P-202 Proposed North & East Elevations
- 0803-4-S-301 Proposed Cross section Part Elevations (North & South)
- 0803 – existing elevations
- 0803 – existing section
- 0803 – sk RTL01 Britannia House elev
- 09688 Topographical Survey

1.3 MODEL GEOMETRY

From the drawings, a 3D model of the existing and neighbouring buildings was created alongside the Proposed Scheme. See Figures 1, 2 and 3. Images and numbering of windows have been provided for each property in the Appendix.

The survey drawing provided the roof heights and a basic plan of the existing neighbouring buildings. Some photographs were provided by the Architect and have been used as a guide for constructing buildings where there are no elevation drawings. Britannia House, located at the north of the site, consists of 8 commercial units with access to the rear at ground floor level. Residential accommodation, with access from the main High Street at the front, is located on the first and second floors. The south facing rear elevation of Britannia House was constructed according to an elevation drawing with all the windows clearly located.

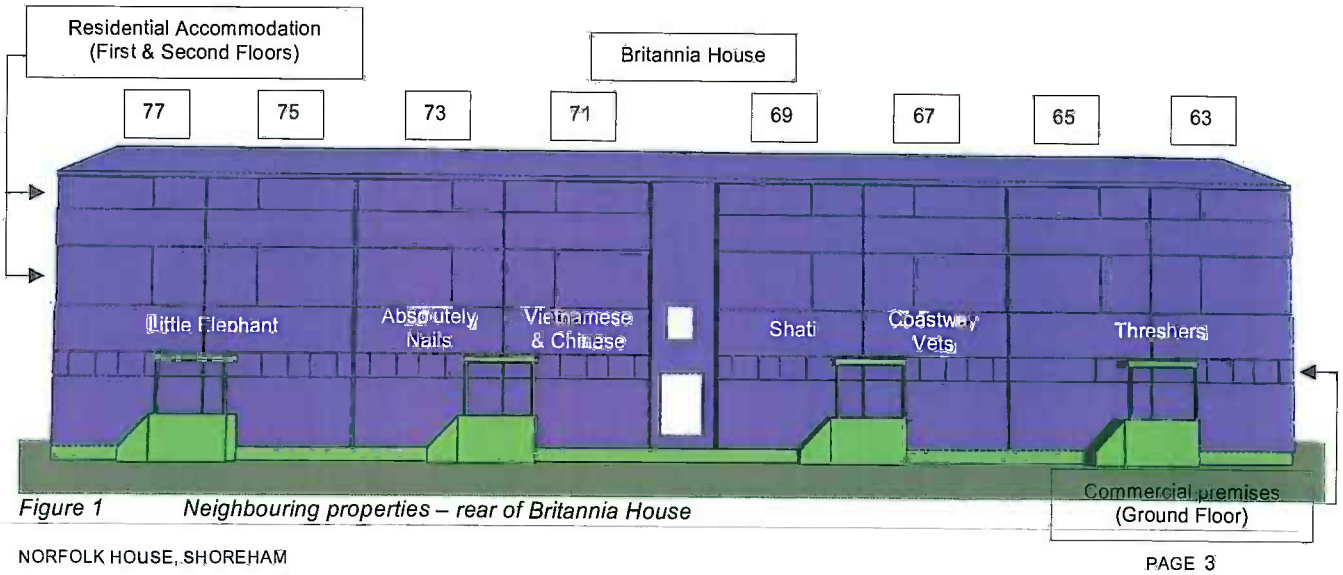


Figure 1 Neighbouring properties – rear of Britannia House

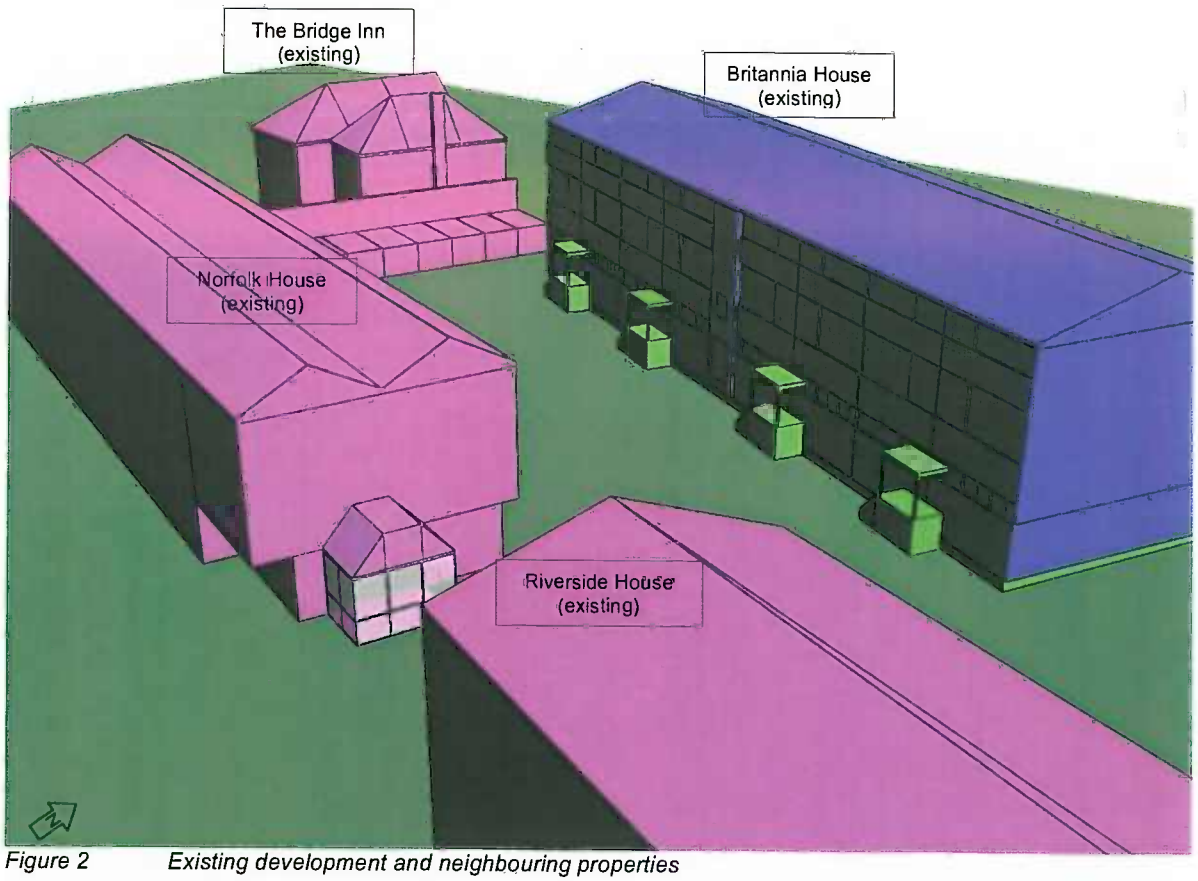


Figure 2 *Existing development and neighbouring properties*

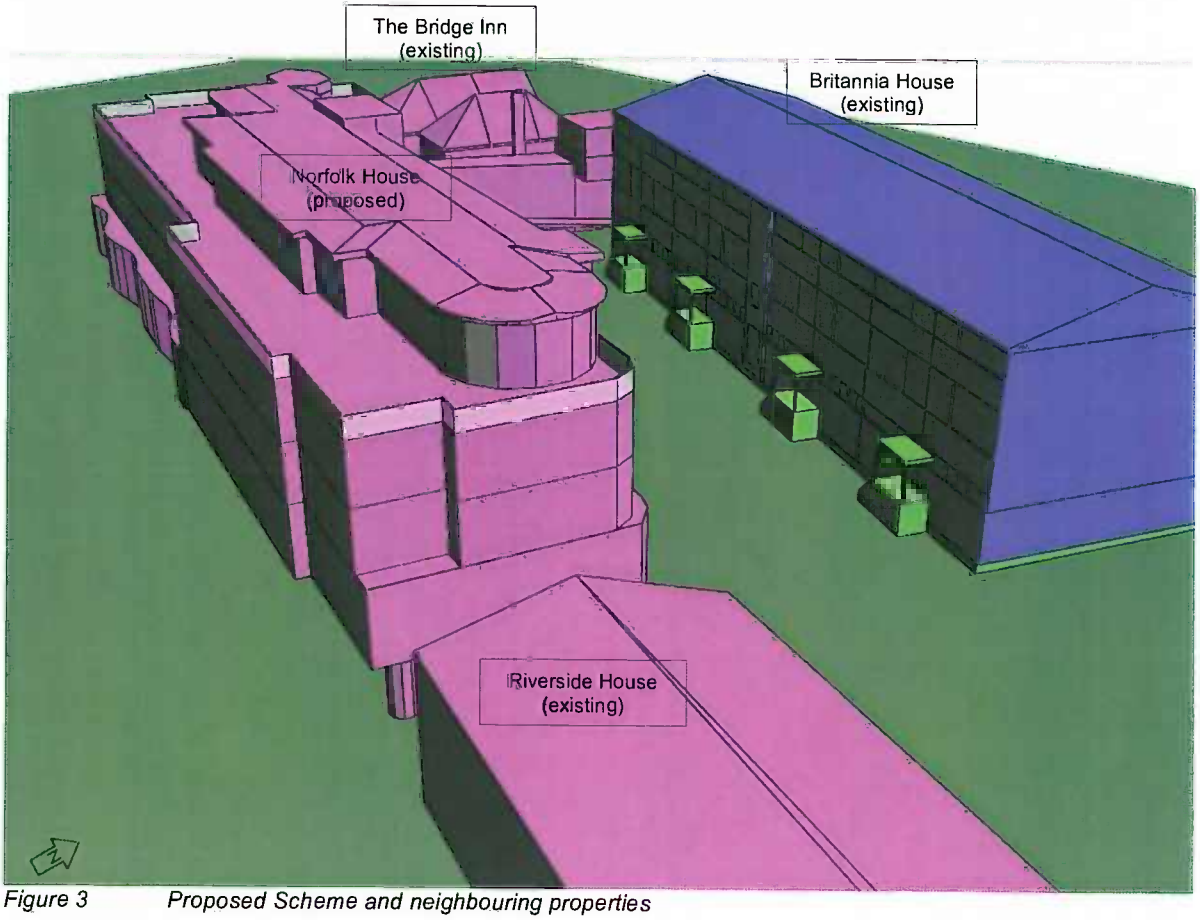


Figure 3 *Proposed Scheme and neighbouring properties*

1.4 SITE ORIENTATION

The site is orientated from North as illustrated in Figure 4.

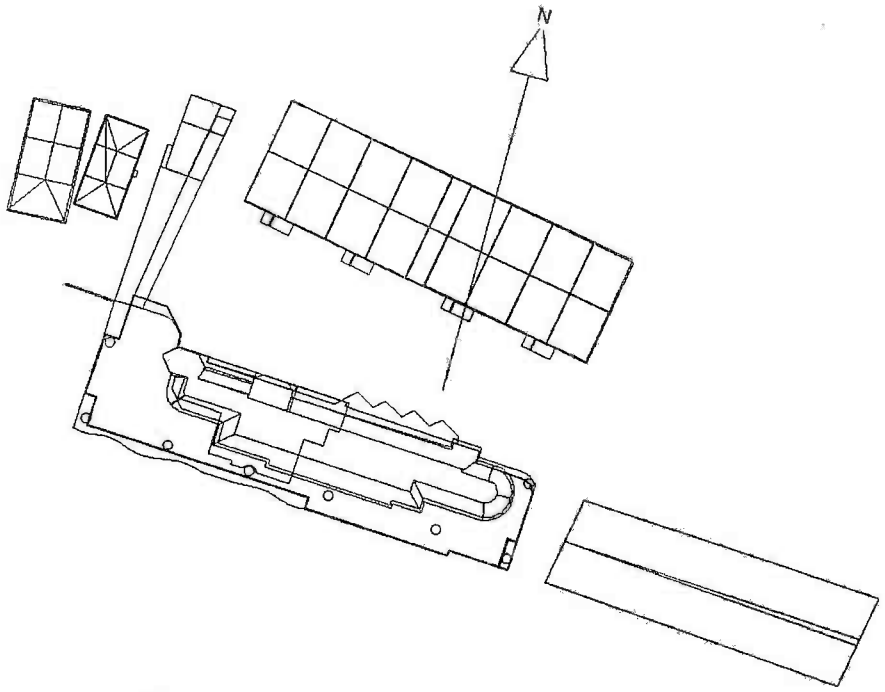


Figure 4 Site orientation of Norfolk House, Shoreham

2 DAYLIGHT

A Daylight analysis has been undertaken on the Proposed Scheme for the redevelopment of Norfolk House, Shoreham to ascertain whether this design will reduce the availability of light to the rear elevation of Britannia House to the north of the site.

The site is currently surrounded by a densely populated urban and commercial area and is, therefore, likely to be subject to obstruction of daylight. The results of this study provide a worst case scenario and the BRE guidelines for VSC discussed below should be considered with some flexibility when reviewing the site as a whole.

The impact of the design has been evaluated using the VSC method.

2.1 VERTICAL SKY COMPONENT (VSC)

The Vertical Sky Component is the ratio of direct illuminance on a vertical plane to illuminance on an unobstructed horizontal plane, from a CIE Standard Overcast Sky. An unobstructed vertical wall would achieve a maximum VSC of approximately 40%. The BRE Guidelines[1] state that:

> *'If the vertical sky component, with the new development in place is both less than 27% and less than 0.8 times its former value, then occupants of the existing building will notice the reduction in the amount of skylight.'*

2.2 DAYLIGHT METHODOLOGY

The windows on the southerly elevation of Britannia House, which faces the development, were assessed to determine the existing VSC, and the VSC with the Proposed Scheme. A survey drawing provided the location of the windows to be assessed. A number was allocated to the windows of each property which is shown in the Appendix. This window numbering system, shown in Figure 5, is referred to, along with the results, in Table 1.

The table shows the 0.8 VSC threshold which, if the proposed VSC is lower, a noticeable difference in light will occur. If the proposed VSC is less than 27% and less than 0.8 its former value then the Daylight (Right to Light) will be infringed. The Daylight analysis has been undertaken using the standard time frame of 21st September at 12:00.

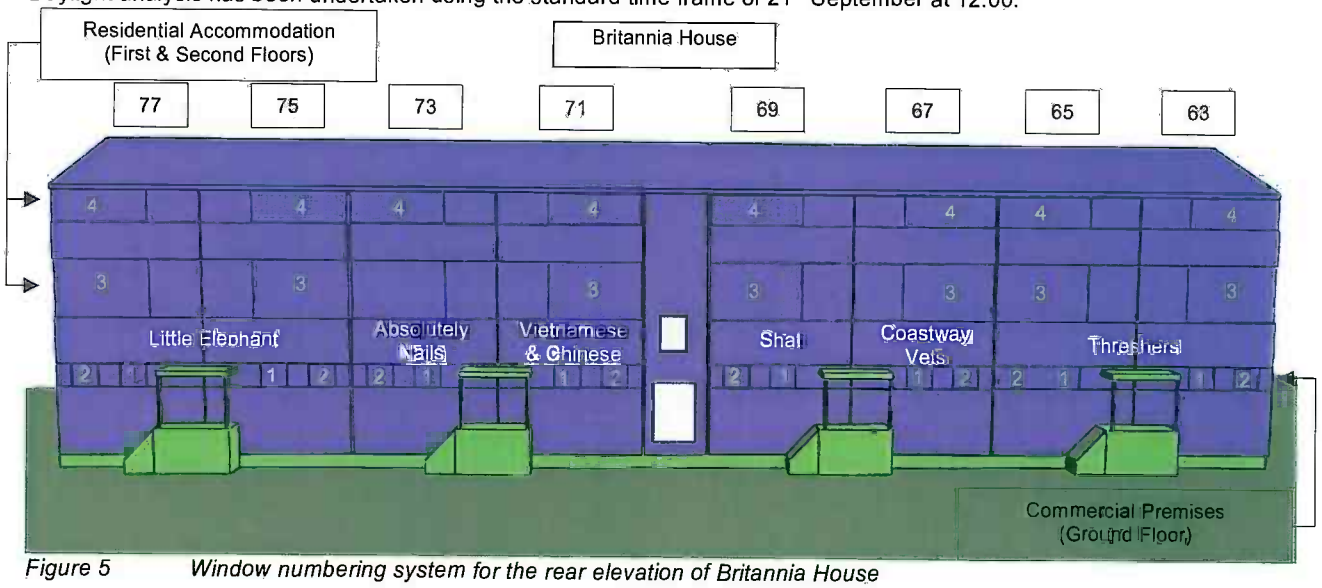


Figure 5 Window numbering system for the rear elevation of Britannia House

2.3 RESULTS FOR BRITANNIA HOUSE

The Proposed Scheme aims to redevelop the existing Norfolk House site into a new hotel building with accommodation over 4 floors, an under-cover parking area and further accommodation wing on the ground floor. The site has been assessed, in the first instance, to ascertain the current VSC with the existing buildings and secondly, to assess the impact of the Proposed Scheme on the Daylight of the neighbouring Britannia House building, with both commercial units and residential accommodation, to the north of the site.

[1] Littlefair P J, 2002, Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice, BRE Press.

Table 1 details the Vertical Sky Component results at 12:00 on 21st September.

Figures shown in green indicate results in excess of 0.8 times the existing VSC and above 27%. **NO IMPACT**
Figures shown in amber indicate results of either less than 0.8 times the existing VSC or less than 27%. **NEGLIGIBLE IMPACT**
Figures shown in red indicate results of less than 27% and also less than 0.8 times the existing VSC. **INFRINGEMENT**

77 Britannia House (Little Elephant)		Existing VSC	0.8 of Existing VSC	Proposed Scheme VSC
Ground Floor (Commercial Premises)				
Window	1	32.0	25.6	25.9
	2	32.2	25.76	26.3
First Floor (Residential Accommodation)				
	3	36.8	29.44	32.1
Second Floor (Residential Accommodation)				
	4	38.1	30.48	35.3

75 Britannia House (Little Elephant)		Existing VSC	0.8 of Existing VSC	Proposed Scheme VSC
Ground Floor (Commercial Premises)				
Window	1	31.4	25.12	24.6
	2	31.6	25.28	25.2
First Floor (Residential Accommodation)				
	3	36.4	29.12	30.5
Second Floor (Residential Accommodation)				
	4	38.8	31.04	34.7

73 Britannia House (Absolutely Nails & Beauty)		Existing VSC	0.8 of Existing VSC	Proposed Scheme VSC
Ground Floor (Commercial Premises)				
Window	1	32.0	25.6	25.1
	2	31.5	25.2	24.7
First Floor (Residential Accommodation)				
	3	36.4	29.12	30.4
Second Floor (Residential Accommodation)				
	4	39.1	31.28	34.2

71 Britannia House (Vietnamese & Chinese)		Existing VSC	0.8 of Existing VSC	Proposed Scheme VSC
Ground Floor (Commercial Premises)				
Window	1	30.5	24.4	23.7
	2	31.1	24.88	23.8
First Floor (Residential Accommodation)				
	3	36.1	28.88	29.8
Second Floor (Residential Accommodation)				
	4	39.0	31.2	34.0

69 Britannia House (Shati)		Existing VSC	0.8 of Existing VSC	Proposed Scheme VSC
Ground Floor (Commercial Premises)				
Window	1	31.3	25.04	24.3
	2	31.8	25.44	23.7
First Floor (Residential Accommodation)				
	3	36.4	29.12	29.9
Second Floor (Residential Accommodation)				
	4	38.7	30.96	33.4

67 Britannia House (Coastway Vets)		Existing VSC	0.8 o Existing VSC	Proposed Scheme VSC
Ground Floor (Commercial Premises)				
Window	1	32.1	25.68	24.1
	2	33.1	26.48	25.1
First Floor (Residential Accommodation)				
	3	36.9	29.52	30.1
Second Floor (Residential Accommodation)				
	4	39.2	31.36	34.3

65 Britannia House (Threshers)		Existing VSC	0.8 of Existing VSC	Proposed Scheme VSC
Ground Floor (Commercial Premises)				
Window	1	33.2	26.56	25.4
	2	33.3	26.64	25.4
First Floor (Residential Accommodation)				
	3	37.2	29.76	30.7
Second Floor (Residential Accommodation)				
	4	38.5	30.8	34.4

63 Britannia House (Threshers)		Existing VSC	0.8 of Existing VSC	Proposed Scheme VSC
Ground Floor (Commercial Premises)				
Window	1	32.3	25.84	27.4
	2	32.9	26.32	27.8
First Floor (Residential Accommodation)				
	3	36.5	29.2	32.5
Second Floor (Residential Accommodation)				
	4	39.1	31.28	36.4

Table 1 *Results of VSC on assessed windows on the rear elevations of Britannia House, Shoreham*

2.4 DISCUSSION OF BRITANNIA HOUSE

The results are discussed for the rear elevation of Britannia House with the Proposed Scheme. Each property is referenced as in the Harris Survey's drawing with its respective commercial business name and relates to the ground floor windows. Both first and second floors refer to the residential accommodation.

77 BRITANNIA HOUSE (Little Elephant)
The rear of this property has 4 windows.

With the Proposed Scheme, there will be no noticeable difference in the skylight available to the windows of the commercial premises on the ground floor, and first and second floors residential windows.

75 BRITANNIA HOUSE (Little Elephant)
The rear of this property has 4 windows.

With the Proposed Scheme there will be a noticeable difference in the skylight available to both windows on the ground floor belonging to the Little Elephant commercial premises, however, the margin is very small and is between 0.08 and 0.52. Both first and second floor residential windows meet the minimum requirements and there will be no noticeable difference.

73 BRITANNIA HOUSE (Absolutely Nails & Beauty)
The rear of this property has 4 windows.

With the Proposed Scheme there will be a noticeable difference in the skylight available to both windows on the ground floor which belong to the Absolutely Nails & Beauty commercial premises. As with no. 75, the margin of 0.5 is very small indeed. Both first and second floor residential windows meet the minimum requirements.

71 BRITANNIA HOUSE (Vietnamese & Chinese)
The rear of this property has 4 windows.

With the Proposed Scheme, again both ground floor windows of the Vietnamese & Chinese commercial premises would be

subject to a noticeable difference in skylight. The margin on this occasion is between 0.7 and 1.08. Both first and second floor residential windows meet the minimum requirements.

69 BRITANNIA HOUSE (Shati)
The rear of this property has 4 windows.

With the Proposed Scheme, there will be a noticeable difference in the skylight available to both ground floor windows of Shati commercial premises. These windows will be subject to the most impact from the new development but again, the margin difference is very small, between 0.74 and 1.74 for this property. Both first and second floor residential windows meet the minimum requirements and there would be no noticeable difference.

67 BRITANNIA HOUSE (Coastway Vets)
The rear of this property has 4 windows.

With the Proposed Scheme the ground floor windows of Coastway Vets commercial premises fail to achieve BRE minimum requirements by a small margin of between 1.38 to 1.58 and, therefore, would be subject to a noticeable difference in skylight. Both first and second floor residential windows meet the minimum requirements.

65 BRITANNIA HOUSE (Threshers)
The rear of this property has 4 windows.

With the Proposed Scheme the ground floor windows of Threshers commercial premises do not achieve the minimum BRE requirements. Again, the margin is small, between 1.16 and 1.24, however, the first and second floor residential windows all achieve BRE minimum requirements and there will be no noticeable difference in skylight.

63 BRITANNIA HOUSE (Threshers)
The rear of this property has 4 windows.

With the Proposed Scheme the ground floor windows of Threshers commercial premises and the first and second floor residential windows all achieve the minimum BRE requirements and there would be no noticeable difference in available skylight.

4 CONCLUSION

4.1 BRITANNIA HOUSE

A Daylight study was carried out to determine the impact of the proposed development of Norfolk House on the rear of the neighbouring Britannia House building to the north of the site. The analysis was carried out using the VSC method both for the existing site and with the proposed scheme.

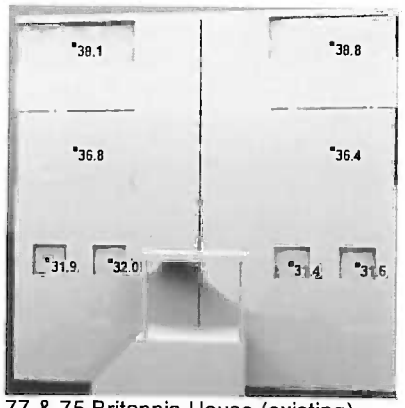
A total of 32 windows over 3 floors were assessed, belonging to 8 properties along the rear elevation of Britannia House. The results for these properties are summarised as follows:

The ground floor windows relate only to the commercial premises which has a service/emergency exit at the rear of the building. The ground floor windows of both properties at the ends of the terrace, no.'s 77 and 63, received no impact from the proposed development. The ground floor, commercial premises, windows of the central properties in the terrace, no.'s 75 to 65, would be subject to a noticeable difference in available skylight, however, the margin of this change in available light would be very small between 0.08 and 1.74.

All first and second floor windows to the residential accommodation achieved the BRE minimum requirements and would not, therefore, be subject to a noticeable change in available skylight.

Therefore, only the mid terrace commercial premises would be subject to a noticeable difference in available skylight to the service area windows at the rear of the shops, the residential properties on the first and second floors would see no noticeable change.

APPENDIX



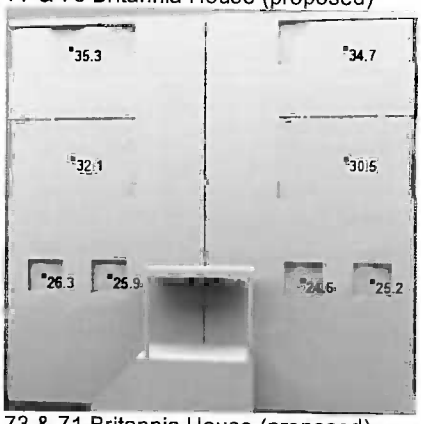
77 & 75 Britannia House (existing)



77 & 75 Britannia House (proposed)



73 & 71 Britannia House (existing)



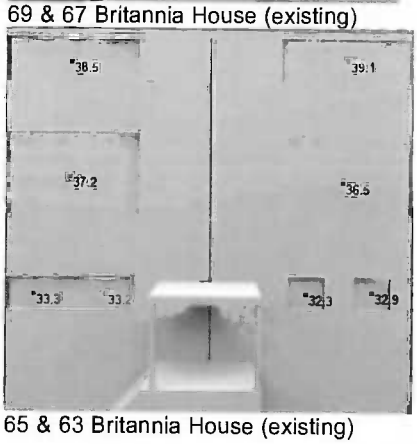
73 & 71 Britannia House (proposed)



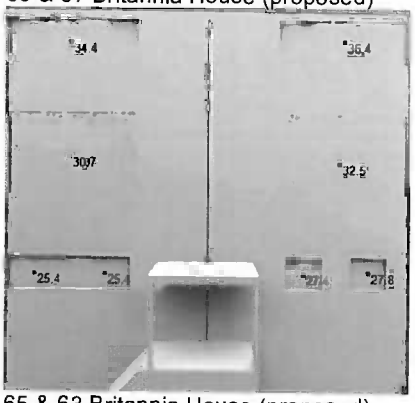
69 & 67 Britannia House (existing)



69 & 67 Britannia House (proposed)



65 & 63 Britannia House (existing)



65 & 63 Britannia House (proposed)

Appendix B

ADUR
DISTRICT COUNCIL

Civic Centre, Ham Road, Shoreham-by-Sea, West Sussex, BN43 6PR
Tel: (01273) 263222 Fax: (01273) 263203 (Calls may be recorded)
www.adur.gov.uk DX 59765 Shoreham-by-Sea
e-mail: developmentcontrol@adur.gov.uk

Development Control

Application Number: ADC/0345/09

TOWN AND COUNTRY PLANNING ACT, 1990
PLANNING (LISTED BUILDING AND CONSERVATION AREAS) ACT, 1990

Mr Yaniv Josef
Josef-Whiteman Architects LLP
F16 Britannia Wharf
Britannia Road
Banbury
Oxfordshire
OX16 5DS

In pursuance of their powers under the above-mentioned Acts, the Council hereby REFUSE to grant Conservation Area Consent for the following works:

Demolition of existing building 'Norfolk House' and ancillary garage block (application for conservation area consent)

Norfolk House High Street Shoreham-by-Sea West Sussex

as shown on Plan and Application Number ADC/0345/09 submitted to the Council on 13/07/2009. The reasons for the Council's decision to refuse to permit the above works are specified hereunder.



James Appleton
Executive Head of Planning, Regeneration and Wellbeing Date: 16-09-09

SCHEDULE

Reasons for Refusal

01. In the absence of satisfactory plans for the redevelopment of the site, the proposed demolition is premature and could result in an ugly gap in the river frontage that would not preserve or enhance the character and appearance of the Conservation Area. It would therefore be contrary to the relevant policies of the Adur District Local Plan (AB4, AB11), South East Plan (BE6) and PPG15.

Appendix A

ADUR
DISTRICT COUNCIL

Civic Centre, Ham Road,
Shoreham-by-Sea, West Sussex,
BN43 6PR

Tel: (01273) 263222
Fax: (01273) 263203
www.adur.gov.uk
DX 59765 Shoreham-by-Sea
e-mail: developmentcontrol@adur.gov.uk

Development Control

PLANNING REFUSAL

TOWN AND COUNTRY PLANNING ACT 1990
TOWN AND COUNTRY PLANNING (GENERAL DEVELOPMENT PROCEDURE) ORDER 1995

APPLICATION NUMBER: ADC/0252/09

Mr Yaniv Josef
Josef-Whiteman Architects LLP
F16 Britannia Wharf
Britannia Road
Banbury
Oxfordshire
OX16 5DS

Details of Development
REDEVELOPMENT OF OFFICE BLOCK WITH A 72-BEDROOM HOTEL AND 17 CAR AND 4 CYCLE PARKING SPACES

Location of Development
NORFOLK HOUSE HIGH STREET SHOREHAM-BY-SEA WEST SUSSEX BN43 5EN

In pursuance of their powers under the above-mentioned Act and Order the Council hereby notify you that they REFUSE to permit the above development, in accordance with the application and relevant correspondence registered on 13th July 2009.

The reasons for the Council's decision to refuse to permit the development are stated on the attached schedule.

Your copy of the application, determined as above, is returned herewith for your records.



James Appleton
Executive Head of Planning, Regeneration and Wellbeing

Dated this 16th day of September 2009

SCHEDULE

Reasons for Refusal

01. The proposed building, by reason of its excessive size and proximity, would be detrimental to the residential amenities of the adjoining flats, by reason of loss of light and an overbearing effect, thereby conflicting with policy AG1 of the Adur District Local Plan (having regard to the criteria listed under policy AH2).

02. The site is within an area designated as a Conservation Area and the proposal, by reason of its excessive scale and inappropriate design, would conflict with the intention of the Local Planning Authority to preserve or enhance the character and appearance of the area, and not accord with policies AB4 of the Adur District Local Plan, BE1, BE6 and SCT1 of the South East Plan and PPG15.

03. The site forms part of a block at the western end of the southern side of the High Street which, as indicated in the Shoreham Renaissance strategy, should be redeveloped in order to provide high quality replacement buildings which contribute positively to both the street and river scenes (including provision of a riverside walk and enhancement of north-south connections to the river). The proposal represents a form of piecemeal development that would be likely to prejudice future redevelopment of this block to a satisfactory comprehensive overall plan meeting these objectives, in accordance with policies BE1 and SCT1 of the South East Plan.

04. Having regard to the Revised West Sussex Parking Standards and the large number of bedrooms proposed, the proposal does not include adequate provision for access and parking of vehicles and the proposal would be likely to increase the pressure for on-street parking in an area where insufficient space is available, with resultant detriment to highway safety and obstruction of the flow of traffic.

DMH Stallard

Appeal Statement

Norfolk House, High Street, Shoreham-by-Sea



DMH Stallard

Redevelopment of office block with a 72 bedroom hotel and 17 car and 4 cycle parking spaces

at

Norfolk House, High Street, Shoreham-by-Sea

Appeal Statement

on Behalf of

Freebrook Ltd

April 2010

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DMH Stallard

Checked by

DRAFT

Prepared by: Clare Bartlett

Checked by: Peter Rainier

Date: 21 April 2010

FINAL

Prepared by: Clare Bartlett

Checked by: Peter Rainier

Date: 23 April 2010

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Appendices

A. Copy of Decision Notice ADC/0252/09
B. Copy of Decision Notice ADC/0345/09
C. Policy Extracts
D. Daylight Assessment Report

1. Introduction

1.1 Freebrook Ltd submitted a planning application to Adur District Council for the redevelopment of Norfolk House, High Street, Shoreham on 13th July 2009.

1.2 The application was refused, contrary to the officer's recommendation, on 16th September 2009.

1.3 This statement sets out the details of the site, the proposal and the grounds for this appeal.

2. Site and Surrounding Area

2.1 The site is located within Shoreham town centre and is accessed via the High Street (A259). The 0.156ha site comprises Norfolk House which is a three-storey office block built in the 1960s. Also within the site is a block of 8 garages and a hard surfaced area used for vehicle parking.



The Application Site

2.2 To the south of the site lies the River Adur, to the north lies Britannia House comprising retail and commercial units on the ground floor with flats above, to the east lies a public access road with Riverside House comprising flats beyond, and to the west is the Bridge Hotel public house.

2.3 Shoreham train station is located 600m away from the site making it readily accessible to and from Brighton, Worthing and London. Bus stops served by South Coast bus services are located within 10m of the site.

3. Proposed Development

3.1 Planning Application Reference ADC/0252/09

3.1.1 The planning application which is the subject of this appeal sought permission for the following:

'Redevelopment of office block with a 72 bedroom hotel and 17 car parking and 4 cycle parking spaces'

3.1.2 Full details of the proposed development are provided within the Design & Planning Statement submitted as part of the planning application.

3.1.3 In summary, the proposal would replace an unattractive 1960s building which contributes nothing to its waterside location or its position within a Conservation Area. The area within which the site lies is identified within various planning documents, including the South East Plan and the Adur Local Plan, as an area in need of regeneration.



As Existing – Norfolk House

3.1.4 Progress on the regeneration of Shoreham town centre has been very slow. Some new development has been taken place, in the form of the Ropetackle Centre which occupies the site on the northern side of the Norfolk Bridge and this has helped to revive part of the waterfront area. However, no further regeneration of the town centre has been achieved since this development.



Photograph showing Ropetackle development to the left, appeal site to the right (source: Google Street View)

3.1.5 The proposed development would introduce a contemporary building to this key waterfront location, The proposal would also turn the waterfront into a public space which is a key aim of the planning documents mentioned above.



Image of the Proposed Development

3.1.6 Planning permission was refused on 16th September 2009. A copy of the decision notice is attached as Appendix A.

3.2 Conservation Area Consent Application Reference ADC/0345/09

3.2.1 Conservation Area Consent was also sought at the same time as the above, seeking permission for the following

'Demolition of existing building 'Norfolk House' and ancillary garage block'

3.2.2 Consent was refused on 16th September 2009. A copy of the decision notice is attached as Appendix B.

3.2.3 This document relates to both decisions.

4. Relevant Planning Policy

4.1 Planning applications and appeals are required to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

4.2 Material considerations include national and regional planning policies and supplementary planning documents.

4.3 The following planning policies are considered to be relevant in the determination of this appeal:

- PPS1: Delivering Sustainable Development
- PPS4: Planning for Sustainable Economic Growth
- PPS5: Planning for the Historic Environment
- PPG13: Transport
- South East Plan:
  - Policy SCT1: Core Strategy
  - Policy SCT7: Implementation and Delivery
  - Policy BE1:
  - Policy BE6:
- Adur Local Plan:
  - Policy AB4
  - Policy AB16
- Shoreham Renaissance Strategy
- Revised West Sussex Parking Standards

4.3.1 Copies of the relevant extracts are attached as Appendix C

5. Reasons for Refusal

5.1 Introduction

5.1.1 The planning application was refused by Committee members contrary to the planning officer's recommendation and with no objections from statutory consultees.

5.1.2 The proposed development is fully in accordance with the aims of the South East Plan to regenerate Sussex Coastal towns, and accords with a key objective for the town centre in terms of regenerating an identified 'Key Opportunity Area'.

5.1.3 The reasons for refusal are not considered reasonable and do not reflect the comments of the various specialists that were consulted on the planning application.

5.1.4 This section discusses each of the reasons for refusal.

5.2 Reason for Refusal 1

The proposed building, by reason of its excessive size and proximity, would be detrimental to the residential amenities of the adjoining flats, by reason of loss of light and an overbearing effect, thereby conflicting with policy AG1 of the Adur District Local Plan (having regard to the criteria listed under policy AH2).

5.2.1 Firstly, in terms of the size of the proposed building, as a brownfield site within a town identified as in need of regeneration, the size of the proposed building is considered to be entirely appropriate for its town centre location. PPS1 (para 27(viii) and PPS4 (Policy EC2.1(d)) both encourage the most efficient and effective use of previously developed land, particularly where that land is accessible by sustainable forms of transport.

5.2.2 Further, the South East Plan states that priority should be given to the sustainable economic growth and regeneration of the Sussex Coastal towns, of which Shoreham is one (Policy SCT1). In order to achieve the regeneration aims therefore, efficient use must be made of brownfield sites within town centres that have good transport links. The proposed building is entirely consistent with the aims of planning policy in this regard, in terms of making effective use of a brownfield site with excellent public transport links whilst being sympathetic to the area and the users around it.

5.2.3 The Council's Environmental Health Officer raised no concerns regarding the impact of the proposal on residents' amenity. The case officer also agreed that the size of the proposed building is appropriate for the site. The officer's report states:

'It is considered that the scale and massing of the building is appropriate for the site in the context of the surrounding buildings. The recessed fourth floor reduces the dominance of the building and the variations in elevational detailing and materials break up the bulk of the building. The building height is consistent and relative to the Ropetackle development to the west and, although the building will form a large feature when viewed from the river, it would not excessively dominate views in the context of the existing townscape.'

5.2.4 In response to the reason for refusal which suggests the proposed development will impact on the amenity of neighbouring residents, it is not accepted that the scheme would have a tangible effect in this regard. The bulk of the proposed building is just 1m higher than Norfolk House, with the top floor considerably set back from the outer building line at most points. Given there would be a distance of 15m to 18m between the proposed building and Britannia House (the property to the north), and the fact that this is a reduction of just 2m on the existing situation, this could not be said to result in a significant loss of daylight, or represent a development that would be overbearing on its neighbours.

5.2.5 A daylight assessment of the scheme's impact on Britannia House has been carried out by John Packers Associates and this is attached as Appendix D. The report concludes that the residential flats within Britannia House would not experience a noticeable change in daylight. All first and second floor windows to the residential accommodation achieved the Building Research Establishment's minimum requirements for daylight. Only the mid terrace commercial premises at ground floor level would be subject to a noticeable difference in available skylight to the service area windows at the rear of the shops. Therefore the assertion that the development would noticeably impact on the daylight enjoyed by the flats is incorrect.

5.2.6 The photographs below highlight the minimal difference between the height of the existing and proposed buildings.





5.2.7 In addition, the main aspect of Britannia House is to the north and this would remain unaffected by the proposed development.

5.2.8 The other nearest property, Riverside House, lies to the east of the appeal site and comprises a two-storey building with a three-storey building to the rear. There would be a distance of 7m between the proposed building and the two-storey building which has no side windows on the western elevation. Therefore there would be no interference with daylight entering Riverside House.

5.2.9 There is likely to be some loss of late afternoon/evening sun to some of the gardens of Riverside House but this will be minimal and the significant benefits the scheme will bring to the town centre are considered to justify these.

5.3 Reason for Refusal 2

The site is within an area designated as a Conservation Area and the proposal, by reason of its excessive scale and inappropriate design, would conflict with the intention of the Local Planning Authority to preserve or enhance the character and appearance of the area, and not accord with policies AB4 of the Adur District Local Plan, BE1, BE6 and SCT1 of the South East Plan and PPG15.

5.3.1 The design of the development is considered entirely appropriate for its location.

5.3.2 Norfolk House is widely accepted to contribute little to the Conservation Area. All statutory consultees commented positively on the impact the proposed building would have on the Conservation Area. English Heritage considered it to constitute a *'positive replacement for the existing buildings*. The Shoreham Society also commented that the scheme would have *'little impact visually upon the Conservation Area'*. West Sussex County Council's Conservation Officer commented *'the fact that the proposed new building will only be one metre higher than the existing should not overwhelm or unbalance the critical dominance of the tower of St Mary de Haura as the focal point of the skyline of the historic port and Conservation Area'*. The planning officer commented that *'the scale and massing of the building is appropriate for the site in the context of the surrounding buildings'*.

5.3.3 Policy AB4 of the Adur Local Plan relates to proposals within Conservation Areas and states:

'New development (including extensions and alterations) within Conservation Areas will be required to be of a high standard of design and construction materials such as to preserve or enhance the character and appearance of the particular Conservation Area.'

5.3.4 In addition, the decision notice refers to Policies BE1, BE6 and SCT1 of the South East Plan. Policy BE1 seeks to secure improvements to the built

environment, the development and implementation of public realm strategies and promote and support design solutions relevant to context which build upon local character and distinctiveness and sense of place. Policy BE6 requires planning authorities to support proposals which protect, conserve and, where appropriate, enhance the historic environment.

5.3.5 The comments of the various consultees, and the case officer, all support the assertion that the proposed development constitutes a significant improvement to the built environment which does both preserve and enhance the Conservation Area, consistent with these policies.

5.3.6 In addition, PPS5 requires development proposals to preserve and enhance Conservation Areas. The scheme is both appropriate for the site and area, and significantly enhances the designation through the removal of Norfolk House which currently reduces the quality of views into the Conservation Area from Norfolk Bridge. This was a view expressed by English Heritage themselves.

5.3.7 In addition, Policy HE7 of PPS5 identifies a number of heritage benefits that could weigh in favour of a proposed scheme, including:

- It sustains or enhances the significance of a heritage asset and the contribution of its setting
- It reduces or removes risks to a heritage asset
- It secures the optimum viable use of a heritage asset in support of its long term conservation
- It makes a positive contribution to economic vitality and sustainable communities
- It is an appropriate design for its context and makes a positive contribution to the appearance, character, quality and local distinctiveness of the historic environment
- It better reveals the significance of a heritage asset and therefore enhances our enjoyment of it and the sense of place

5.3.8 The proposed scheme offers a number of these benefits, in particular the latter three points are clear features of the scheme.

5.3.9 Policy SCT1 of the South East Plan offers further support for the proposed development by supporting the regeneration of the Sussex Coastal Towns which the plan identifies as lagging behind the rest of the region in economic terms. In addition to the direct impacts the proposal would have, in terms of offering visual improvements, job creation and enabling the waterfront area to become an area of public realm, the proposed development would also

offer indirect benefits in terms of acting as a catalyst for further regeneration of the town centre by injecting vibrancy into the waterfront area and providing a modern hotel to attract visitors to the area, supporting existing businesses and showing confidence in the area to encourage other businesses to invest in Shoreham.

5.3.10 English Heritage suggested some alternative elevational treatments to further enhance the proposed building and the appellant is willing to agree to these if considered appropriate.

5.4 Reason for Refusal 3

The site forms part of a block at the western end of the southern side of the High Street which, as indicated in the Shoreham Renaissance Strategy, should be redeveloped in order to provide high quality replacement buildings which contribute positively to both the street and river scenes (including provision of a riverside walk and enhancement of north-south connections to the river. The proposal represents a form of piecemeal development that would be likely to prejudice future redevelopment of this block to a satisfactory comprehensive overall plan meeting these objectives. In accordance with policies BE1 and SCT1 of the South East Plan.

5.4.1 The proposed development is not considered to prejudice the future redevelopment of the wider area. The proposal activates the waterfront area encouraging public use and is likely to act as a catalyst for further development and the achievement of additional aims of the strategy. The development provides a walkway area along the waterfront which can easily be extended northwards and eastwards should neighbouring land become available.

5.4.2 It would be inappropriate to delay the development of the appeal site in the hope that the wider area could be brought forward for development particularly in the current economic circumstances. It is understood that the various retail units and residential flats within Britannia House are owned by a number of landowners and it is therefore unlikely that the various parts of the wider site would become available at the same time for complete redevelopment.

5.4.3 The Shoreham Renaissance Strategy identifies the site in isolation as presenting a *'significant development opportunity to provide a more positive frontage to and from the river and help establish a riverside walk'* (section 8, para 1) and does not suggest that the site needs to be developed as part of a wider scheme.

5.4.4 The proposed development therefore is not considered to prejudice the redevelopment of the wider area but would serve to assist in the regeneration of Shoreham town centre which has seen only very slow progress. To take the alternative approach being suggested by Committee

members would serve to stagnate the regeneration of Shoreham town centre rather than enable it.

5.4.5 The proposed development is wholly in accordance with the economic and environmental regeneration objectives set out in the Shoreham Renaissance Strategy. Further, the planning officer commented that 'the overall benefits of this development are significant in relation to the enhancement of the area'.

5.5 Reason for Refusal 4

Having regard to the Revised West Sussex Parking Standards and the large number of bedrooms proposed, the proposal does not include adequate provision for access and parking of vehicles and the proposal would be likely to increase the pressure for on-street parking in an area where insufficient space is available, with resultant detriment to highway safety and obstruction of the flow of traffic.

5.5.1 Under the adopted West Sussex Parking Standards, a maximum of 1 car parking space per bedroom would be required, giving a maximum total of 72 parking spaces. However, the site lies in a very sustainable location, being located within 600m of a mainline train station, less than 10m from bus stops and with direct access to a national cycle route. The scheme also includes a number of Sustainable Travel measures to offer further encouragement to staff and visitors to use alternative modes of travel to the private car (please see Transport Statement for further details). A reduced level of car parking is therefore considered wholly appropriate and consistent with planning policy which seeks to reduce private car use generated by developments in sustainable locations.

5.5.2 PPG13 advises that, in such a sustainable town centre location, car parking should be limited and that developers should not be required to provide more car parking than they consider necessary unless there are highway safety issues (para. 51). The Highways Authority have advised that *'there would be no grounds for road safety concerns'* with the proposed level of car parking proposed and commented that the proposed level of car parking provision is acceptable.

5.5.3 Further, Policy EC8.2 of the South East Plan requires planning authorities to take into account the need to encourage access to development for those without use of a car, the need to tackle congestion, the need to work towards the attainment of air quality objectives and the need to enable schemes to fit into central urban sites.

5.5.4 It is considered that if a greater number of car parking spaces were to be proposed, this would go against national, regional and local planning policy.

5.5.5 In relation to the access, the Highway Authority also commented that they were satisfied the proposed access arrangement would not result in any highway safety issues.

6. Conclusion

6.1 The planning application was refused by Committee members contrary to the planning officer's recommendation and with no objections from statutory consultees.

6.2 The reasons for refusal are not considered reasonable and do not reflect the comments of the various specialists that were consulted on the planning application.

6.3 It is not accepted that the proposed building would be detrimental to residential amenity. The daylight assessment contained within Appendix D shows that the development would have no noticeable effect on the daylight enjoyed by Britannia House residents. The distance between the proposed building and Britannia House, and the only slight increase in the height of the proposed building, would ensure the development would not have an overbearing effect on the neighbouring properties.

6.4 The design of the development is considered entirely appropriate for its location and would be a positive replacement for the existing building, both preserving and enhancing the Conservation Area.

6.5 The proposed development is not considered to prejudice the redevelopment of the wider area but would serve to assist in the regeneration of Shoreham town centre which has seen only very slow progress. The proposed development is wholly in accordance with the economic and environmental regeneration objectives set out in the Shoreham Renaissance Strategy.

6.6 Finally, the site is in a highly sustainable location being in close proximity to town centre facilities and amenities with excellent public transport links by train and bus. The proposed access arrangement would not result in any highway safety issues.

6.7 The proposed development is fully in accordance with the aims of the South East Plan to regenerate Sussex Coastal towns, and accords with a key objective for the town centre in terms of regenerating an identified 'Key Opportunity Area'. The development would offer significant leisure and economic benefits to the area, whilst replacing an unattractive building with a contemporary building that makes the most of its waterfront location. It is therefore hoped this appeal will be allowed.

Appendix A

Appendix B

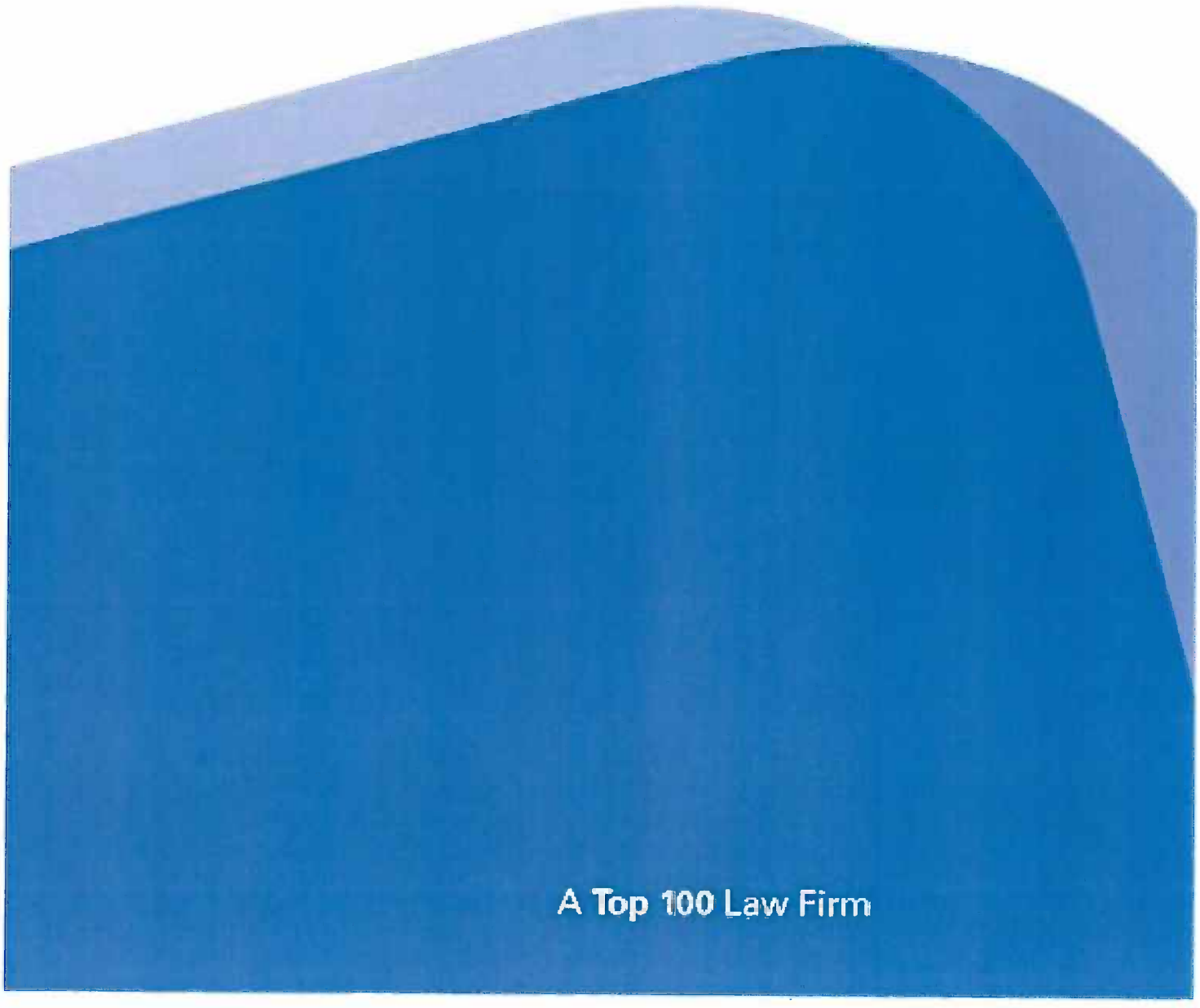
Appendix C

Appendix D

DMH Stallard

Appeal Statement

Norfolk House, High Street, Shoreham-by-Sea



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Redevelopment of office block with a 72 bedroom hotel and 17 car and 4 cycle parking spaces

at

Norfolk House, High Street, Shoreham-by-Sea

Appeal Statement

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Freebrook Ltd

April 2010

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1.3 This statement sets out the details of the site, the proposal and the grounds for this appeal.

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The Application Site

2.2 To the south of the site lies the River Adur, to the north lies Britannia House comprising retail and commercial units on the ground floor with flats above, to the east lies a public access road with Riverside House comprising flats beyond, and to the west is the Bridge Hotel public house.

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3. Proposed Development

3.1 Planning Application Reference ADC/0252/09

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'Redevelopment of office block with a 72 bedroom hotel and 17 car parking and 4 cycle parking spaces'

3.1.2 Full details of the proposed development are provided within the Design & Planning Statement submitted as part of the planning application.

3.1.3 In summary, the proposal would replace an unattractive 1960s building which contributes nothing to its waterside location or its position within a Conservation Area. The area within which the site lies is identified within various planning documents, including the South East Plan and the Adur Local Plan, as an area in need of regeneration.



As Existing – Norfolk House

3.1.4 Progress on the regeneration of Shoreham town centre has been very slow. Some new development has been taken place, in the form of the Ropetackle Centre which occupies the site on the northern side of the Norfolk Bridge and this has helped to revive part of the waterfront area. However, no further regeneration of the town centre has been achieved since this development.



Photograph showing Ropetackle development to the left, appeal site to the right (source: Google Street View)

3.1.5 The proposed development would introduce a contemporary building to this key waterfront location, The proposal would also turn the waterfront into a public space which is a key aim of the planning documents mentioned above.



Image of the Proposed Development

3.1.6 Planning permission was refused on 16th September 2009. A copy of the decision notice is attached as Appendix A.

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3.2.1 Conservation Area Consent was also sought at the same time as the above, seeking permission for the following

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  - Policy AB16
  - Policy
  - Policy
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5. Reasons for Refusal

5.1 Introduction

5.1.1 The planning application was refused by Committee members contrary to the planning officer's recommendation and with no objections from statutory consultees.

5.1.2 The proposed development is fully in accordance with the aims of the South East Plan to regenerate Sussex Coastal towns, and accords with a key objective for the town centre in terms of regenerating an identified 'Key Opportunity Area'.

5.1.3 The reasons for refusal are not considered reasonable and do not reflect the comments of the various specialists that were consulted on the planning application.

5.1.4 This section discusses each of the reasons for refusal.

5.2 Reason for Refusal 1

The proposed building, by reason of its excessive size and proximity, would be detrimental to the residential amenities of the adjoining flats, by reason of loss of light and an overbearing effect, thereby conflicting with policy AG1 of the Adur District Local Plan (having regard to the criteria listed under policy AH2).

5.2.1 Firstly, in terms of the size of the proposed building, as a brownfield site within a town identified as in need of regeneration, the size of the proposed building is considered to be entirely appropriate for its town centre location. PPS1 (para 27(viii) and PPS4 (Policy EC2.1(d)) both encourage the most efficient and effective use of previously developed land, particularly where that land is accessible by sustainable forms of transport.

5.2.2 Further, the South East Plan states that priority should be given to the sustainable economic growth and regeneration of the Sussex Coastal towns, of which Shoreham is one (Policy SCT1). In order to achieve the regeneration aims therefore, efficient use must be made of brownfield sites within town centres that have good transport links. The proposed building is entirely consistent with the aims of planning policy in this regard, in terms of making effective use of a brownfield site with excellent public transport links whilst being sympathetic to the area and the users around it.

5.2.3 The Council's Environmental Health Officer raised no concerns regarding the impact of the proposal on residents' amenity. The case officer also agreed that the size of the proposed building is appropriate for the site. The officer's report states:

'It is considered that the scale and massing of the building is appropriate for the site in the context of the surrounding buildings. The recessed fourth floor reduces the dominance of the building and the variations in elevational detailing and materials break up the bulk of the building. The building height is consistent and relative to the Ropetackle development to the west and, although the building will form a large feature when viewed from the river, it would not excessively dominate views in the context of the existing townscape.'

5.2.4 In response to the reason for refusal which suggests the proposed development will impact on the amenity of neighbouring residents, it is not accepted that the scheme would have a tangible effect in this regard. The bulk of the proposed building is just 1m higher than Norfolk House, with the top floor considerably set back from the outer building line at most points. Given there would be a distance of 15m to 18m between the proposed building and Britannia House (the property to the north), and the fact that this is a reduction of just 2m on the existing situation, this could not be said to result in a significant loss of daylight, or represent a development that would be overbearing on its neighbours.

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5.2.6 The photographs below highlight the minimal difference between the height of the existing and proposed buildings.



5.2.7 In addition, the main aspect of Britannia House is to the north and this would remain unaffected by the proposed development.

5.2.8 The other nearest property, Riverside House, lies to the east of the appeal site and comprises a two-storey building with a three-storey building to the rear. There would be a distance of 7m between the proposed building and the two-storey building which has no side windows on the western elevation. Therefore there would be no interference with daylight entering Riverside House.

5.2.9 There is likely to be some loss of late afternoon/evening sun to some of the gardens of Riverside House but this will be minimal and the significant benefits the scheme will bring to the town centre are considered to justify these.

5.3 Reason for Refusal 2

The site is within an area designated as a Conservation Area and the proposal, by reason of its excessive scale and inappropriate design, would conflict with the intention of the Local Planning Authority to preserve or enhance the character and appearance of the area, and not accord with policies AB4 of the Adur District Local Plan, BE1, BE6 and SCT1 of the South East Plan and PPG15.

5.3.1 The design of the development is considered entirely appropriate for its location.

5.3.2 Norfolk House is widely accepted to contribute little to the Conservation Area. All statutory consultees commented positively on the impact the proposed building would have on the Conservation Area. English Heritage considered it to constitute a *'positive replacement for the existing buildings*. The Shoreham Society also commented that the scheme would have *'little impact visually upon the Conservation Area'*. West Sussex County Council's Conservation Officer commented *'the fact that the proposed new building will only be one metre higher than the existing should not overwhelm or unbalance the critical dominance of the tower of St Mary de Haura as the focal point of the skyline of the historic port and Conservation Area'*. The planning officer commented that *'the scale and massing of the building is appropriate for the site in the context of the surrounding buildings'*.

5.3.3 Policy AB4 of the Adur Local Plan relates to proposals within Conservation Areas and states:

'New development (including extensions and alterations) within Conservation Areas will be required to be of a high standard of design and construction materials such as to preserve or enhance the character and appearance of the particular Conservation Area.'

5.3.4 In addition, the decision notice refers to Policies BE1, BE6 and SCT1 of the South East Plan. Policy BE1 seeks to secure improvements to the built

environment, the development and implementation of public realm strategies and promote and support design solutions relevant to context which build upon local character and distinctiveness and sense of place. Policy BE6 requires planning authorities to support proposals which protect, conserve and, where appropriate, enhance the historic environment.

5.3.5 The comments of the various consultees, and the case officer, all support the assertion that the proposed development constitutes a significant improvement to the built environment which does both preserve and enhance the Conservation Area, consistent with these policies.

5.3.6 In addition, PPS5 requires development proposals to preserve and enhance Conservation Areas. The scheme is both appropriate for the site and area, and significantly enhances the designation through the removal of Norfolk House which currently reduces the quality of views into the Conservation Area from Norfolk Bridge. This was a view expressed by English Heritage themselves.

5.3.7 In addition, Policy HE7 of PPS5 identifies a number of heritage benefits that could weigh in favour of a proposed scheme, including:

- It sustains or enhances the significance of a heritage asset and the contribution of its setting
- It reduces or removes risks to a heritage asset
- It secures the optimum viable use of a heritage asset in support of its long term conservation
- It makes a positive contribution to economic vitality and sustainable communities
- It is an appropriate design for its context and makes a positive contribution to the appearance, character, quality and local distinctiveness of the historic environment
- It better reveals the significance of a heritage asset and therefore enhances our enjoyment of it and the sense of place

5.3.8 The proposed scheme offers a number of these benefits, in particular the latter three points are clear features of the scheme.

5.3.9 Policy SCT1 of the South East Plan offers further support for the proposed development by supporting the regeneration of the Sussex Coastal Towns which the plan identifies as lagging behind the rest of the region in economic terms. In addition to the direct impacts the proposal would have, in terms of offering visual improvements, job creation and enabling the waterfront area to become an area of public realm, the proposed development would also

offer indirect benefits in terms of acting as a catalyst for further regeneration of the town centre by injecting vibrancy into the waterfront area and providing a modern hotel to attract visitors to the area, supporting existing businesses and showing confidence in the area to encourage other businesses to invest in Shoreham.

5.3.10 English Heritage suggested some alternative elevational treatments to further enhance the proposed building and the appellant is willing to agree to these if considered appropriate.

5.4 Reason for Refusal 3

The site forms part of a block at the western end of the southern side of the High Street which, as indicated in the Shoreham Renaissance Strategy, should be redeveloped in order to provide high quality replacement buildings which contribute positively to both the street and river scenes (including provision of a riverside walk and enhancement of north-south connections to the river. The proposal represents a form of piecemeal development that would be likely to prejudice future redevelopment of this block to a satisfactory comprehensive overall plan meeting these objectives. In accordance with policies BE1 and SCT1 of the South East Plan.

5.4.1 The proposed development is not considered to prejudice the future redevelopment of the wider area. The proposal activates the waterfront area encouraging public use and is likely to act as a catalyst for further development and the achievement of additional aims of the strategy. The development provides a walkway area along the waterfront which can easily be extended northwards and eastwards should neighbouring land become available.

5.4.2 It would be inappropriate to delay the development of the appeal site in the hope that the wider area could be brought forward for development particularly in the current economic circumstances. It is understood that the various retail units and residential flats within Britannia House are owned by a number of landowners and it is therefore unlikely that the various parts of the wider site would become available at the same time for complete redevelopment.

5.4.3 The Shoreham Renaissance Strategy identifies the site in isolation as presenting a *'significant development opportunity to provide a more positive frontage to and from the river and help establish a riverside walk'* (section 8, para 1) and does not suggest that the site needs to be developed as part of a wider scheme.

5.4.4 The proposed development therefore is not considered to prejudice the redevelopment of the wider area but would serve to assist in the regeneration of Shoreham town centre which has seen only very slow progress. To take the alternative approach being suggested by Committee

members would serve to stagnate the regeneration of Shoreham town centre rather than enable it.

5.4.5 The proposed development is wholly in accordance with the economic and environmental regeneration objectives set out in the Shoreham Renaissance Strategy. Further, the planning officer commented that 'the overall benefits of this development are significant in relation to the enhancement of the area'.

5.5 Reason for Refusal 4

Having regard to the Revised West Sussex Parking Standards and the large number of bedrooms proposed, the proposal does not include adequate provision for access and parking of vehicles and the proposal would be likely to increase the pressure for on-street parking in an area where insufficient space is available, with resultant detriment to highway safety and obstruction of the flow of traffic.

5.5.1 Under the adopted West Sussex Parking Standards, a maximum of 1 car parking space per bedroom would be required, giving a maximum total of 72 parking spaces. However, the site lies in a very sustainable location, being located within 600m of a mainline train station, less than 10m from bus stops and with direct access to a national cycle route. The scheme also includes a number of Sustainable Travel measures to offer further encouragement to staff and visitors to use alternative modes of travel to the private car (please see Transport Statement for further details). A reduced level of car parking is therefore considered wholly appropriate and consistent with planning policy which seeks to reduce private car use generated by developments in sustainable locations.

5.5.2 PPG13 advises that, in such a sustainable town centre location, car parking should be limited and that developers should not be required to provide more car parking than they consider necessary unless there are highway safety issues (para. 51). The Highways Authority have advised that '*there would be no grounds for road safety concerns*' with the proposed level of car parking proposed and commented that the proposed level of car parking provision is acceptable.

5.5.3 Further, Policy EC8.2 of the South East Plan requires planning authorities to take into account the need to encourage access to development for those without use of a car, the need to tackle congestion, the need to work towards the attainment of air quality objectives and the need to enable schemes to fit into central urban sites.

5.5.4 It is considered that if a greater number of car parking spaces were to be proposed, this would go against national, regional and local planning policy.

5.5.5 In relation to the access, the Highway Authority also commented that they were satisfied the proposed access arrangement would not result in any highway safety issues.

6. Conclusion

6.1 The planning application was refused by Committee members contrary to the planning officer's recommendation and with no objections from statutory consultees.

6.2 The reasons for refusal are not considered reasonable and do not reflect the comments of the various specialists that were consulted on the planning application.

6.3 It is not accepted that the proposed building would be detrimental to residential amenity. The daylight assessment contained within Appendix D shows that the development would have no noticeable effect on the daylight enjoyed by Britannia House residents. The distance between the proposed building and Britannia House, and the only slight increase in the height of the proposed building, would ensure the development would not have an overbearing effect on the neighbouring properties.

6.4 The design of the development is considered entirely appropriate for its location and would be a positive replacement for the existing building, both preserving and enhancing the Conservation Area.

6.5 The proposed development is not considered to prejudice the redevelopment of the wider area but would serve to assist in the regeneration of Shoreham town centre which has seen only very slow progress. The proposed development is wholly in accordance with the economic and environmental regeneration objectives set out in the Shoreham Renaissance Strategy.

6.6 Finally, the site is in a highly sustainable location being in close proximity to town centre facilities and amenities with excellent public transport links by train and bus. The proposed access arrangement would not result in any highway safety issues.

6.7 The proposed development is fully in accordance with the aims of the South East Plan to regenerate Sussex Coastal towns, and accords with a key objective for the town centre in terms of regenerating an identified 'Key Opportunity Area'. The development would offer significant leisure and economic benefits to the area, whilst replacing an unattractive building with a contemporary building that makes the most of its waterfront location. It is therefore hoped this appeal will be allowed.