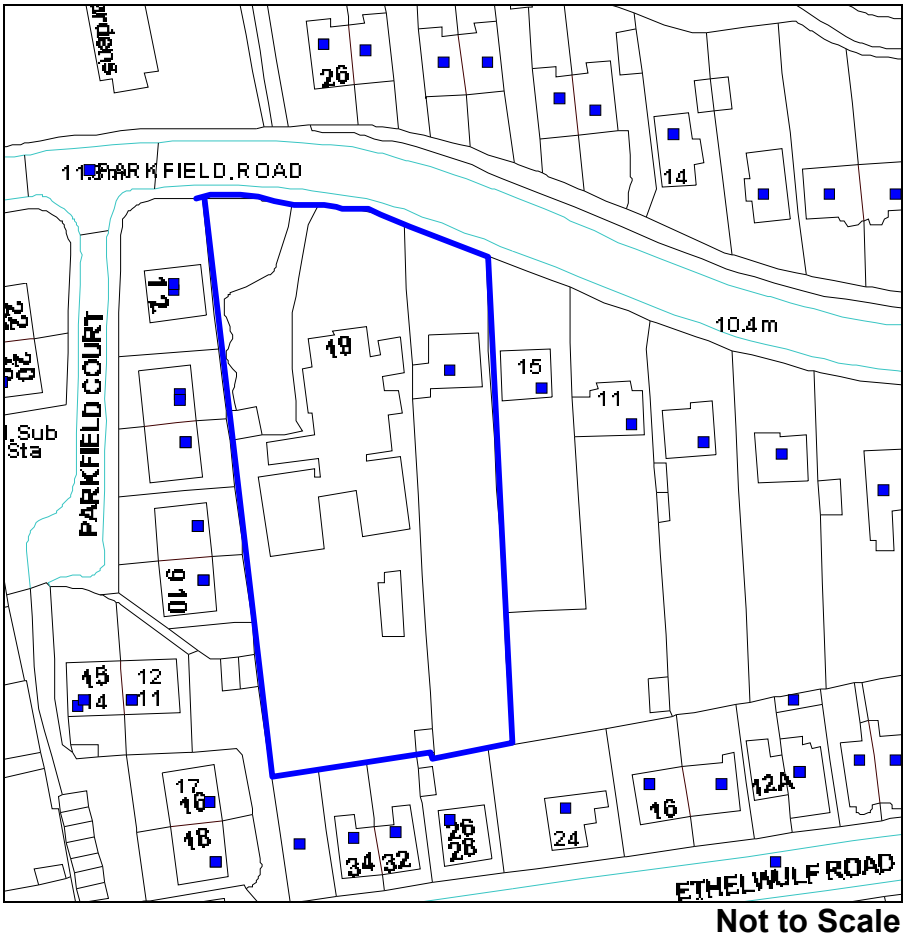
CATEGORY A

Town & Country Planning Solutions
Roffey Homes Limited

WB/09/1055/FULL
TAR
PD

Location : Hurst Grange 17 - 19 Parkfield Road

Proposal: Erection of 4 No. x 4 bedroom detached houses and an apartment building containing 10 No. x 2 bedroom flats, together with access, garaging, parking and amenity open space.



Not to Scale

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1. THE PROPOSAL AND THE SITE

This is a full application to develop this cleared vacant site for four detached houses facing Parkfield Road and a two and half storey block of flats at the rear.

The site is located in a pleasant largely Edwardian/inter war residential suburb, just to the south west of Tarring Village. It is flanked to the west by Parkfield Court, a late 1950s cul de sac of two storey flats, faced in brick with

pitched roofs. Excepting the entrance blocks, these face inwards to a small communal green. Their shallow rear gardens and a small block of garages at the very southern end abut the site. To the south (rear) are the larger rear gardens of the Edwardian houses in Ethelwulf Road and to the east are a series of detached inter war houses in arts and crafts/tudorbethan style. No. 15 is the closest and is designed in period style with a bathroom window on its facing flank and its upper and lower floor windows on the nearest side being obscure glazed. It benefits from a deep rear garden which, in common with the even deeper rear garden of No. 11 which wraps around behind, is screened along the application site boundary by mature trees. Opposite, (north) are a group of inter war pitched roof houses and St Andrews Gardens, a 1960s three storey block of flats set in its own landscaped grounds.

The site itself is generally flat and rectangular in shape and 0.39 hectares in size. It formerly housed Hurst Grange, a large, distinguished Edwardian villa set back from the site frontage, and an adjacent smaller detached inter war house at No. 17 facing the street. Hurst Grange was converted to a rest home for the elderly in the 1960s and extended substantially at the rear in the form of two storey buildings, and, to a lesser extent, at the side. All the buildings were demolished in 2005. The site is now cleared and hoarded, excepting the large number of mature trees saved, principally adjoining its northern, southern and eastern boundaries. The street frontage trees are protected by Tree Preservation Orders.

The current proposal was preceded by extensive pre-application discussions and some minor revisions have been made since submission in response to officer requests. An outline redevelopment application by a different developer which was withdrawn in 2006 due to office concerns over design, neighbour amenity and access (WB/05/0422/OUT refers).

The current proposal is to build 4 x four bedroom two storey detached houses facing Parkfield Road, arranged in a staggered fashion to follow the building line and curve of the road. They are grouped in two pairs around a new central access road which serves the block of flats to the rear (south). They have deep front gardens (10-15 metres depth), with open parking for two cars apiece which are served by individual drives or off the central new access road. Their rear gardens are a similar depth to those at the front and laid to lawn with a shed each. The houses read as a set piece, designed as a family of inter-war villas, with hipped roofs with sprocket rafters, bays, chimneys, canopy porches, period doors and windows. The outer pair feature a gable above the bay faced to bookend the set piece. Roofs are plain tiled and the walls a formal pattern of render, brick and decorative hung tiling in period style. The outer flanks of the outer pair are windowless at first floor level and the inner flanks of the two pairs arranged so that upper floor windows face blank elevations. Conservatories are attached at the rear. The outer pair are some 2.5 metres (wall to wall) from the adjoining properties in Parkfield Court (and at No. 15 Parkfield Road.)

The new vehicle access is slightly to the east of the existing access and has a bellmouth and a carriageway surfaced in paving, 4.1 metres wide (and adjacent foot ways). It narrows to a shared access of some 3 metres by the

new houses. At this point, it is flanked by a pair of “gateway” decorative tall piers and short section of wall, before widening again in the approach to the block of flats and this section is surfaced in red tarmac.

The block of flats is two and a half storeys tall (9.6 metres to the ridge), with the top floor in the roof, providing 10 x two bedroom flats of a generous size. The block is centred on the site and is large (34 metres wide and 21 metres deep) set around 5 metres from the flanking boundaries in Parkfield Court and Nos. 15 and 17 Parkfield Road and 12 metres from the rear boundary with Ethelwulf Road properties. The block is built in Edwardian style, as an institutional building and is symmetrical in appearance. It is centred on a large projecting gable incorporating a pair of two storey bays. The scale drops at the wings to two storeys. It incorporates characteristic Edwardian period features such as bracketed bays/oriels, flat roof dormers, monopitched porches, decorative hanging tiles and brickwork, timbered and render panel in central gable, chimneys and cupolas and period windows and doors. The rear contains balconies at first floor level and also inset in the roof. There are also windows/dormers on the upper floors in the flanks. The roof is a combination of hips and gables with large concealed flat roof elements in the centre and wings, where ten roof lights are found. The block is faced in plain tiles on the roof; and hanging tiles and brickwork on the walls. Access is via two front communal entrances and the development is also served by two lifts.

The block faces a tarmac courtyard, across a formal soft landscaped forecourt and to the rear and sides are more informal soft landscaped communal gardens which retain the existing mature boundary landscaping and trees, supplemented by further screen planting at understorey level, mainly shrubs. The courtyard serves three groups of garages providing 11 parking spaces. The largest groups of six is broken by a smaller flat roofed bin store located in the middle section. This and the adjacent group of three face the block of flats and the smallest group of two face westwards. The garages are designed in complementary period style with hipped roofs and exposed rafters and faced in plain tiles and brickwork. A bicycle store for 20 cycles is sited on the west side of the courtyard which is of a similar design, except it is open on all sides and the roof is supported by columns.

The dwellings are to be designed to Level 3 of the Government’s Sustainable Homes Code and sustainable surface water drainage is proposed with foul drainage to the existing sewers.

The application is supported by a Planning and Design and Access Statement, Arboricultural Impact Assessment, Landscape Strategy, Tree Schedule, Site Waste Management Plan and Transport Assessment (including Stage 1 Safety Audit and Designer’s Response).

2. APPLICANT’S DESIGN AND ACCESS STATEMENT

The following is an extract from the applicant’s Design and Access Statement:-

Reasons for Granting Planning Permission

2.1 *"This Planning, Design and Access Statement accompanies a full planning application for the redevelopment of the former Hurst Grange Care Home site located at 17 – 19 Parkfield Road, Tarring, Worthing, West Sussex. The 0.39 hectare site, which is broadly rectangular in shape, once contained a substantial care home building for 37 residents (with planning consent to provide additional accommodation). Following legislative changes however, the use became unviable and the care home closed in 2004 and has been demolished.*

2.2 *The vacant site has since been the subject of extensive pre-application consultations with the Borough Council's Planning Officers and this has led to the submission of a mixed scheme for family housing and apartment accommodation. In total, the scheme will provide four detached (4 bedroom) houses along the road frontage with a central access driveway leading to a landscaped service and garage courtyard area serving an apartment building containing ten (2 bedroom) flats on the rear (southern) part of the site.*

2.3 *The pre-application discussions with the Borough Council's Officers have resulted in a proposal for a high quality scheme that will be visually distinctive and generally enhance the character and appearance of the street scene. The majority of the boundary planting (and protected trees along the road frontage) will be retained and reinforced by new planting. Satisfactory access, parking and circulation space can be achieved and there will be no adverse impact upon the amenities of neighbouring occupiers.*

2.4 *The amount of development proposed would be the equivalent of 35 dwellings per hectare, which is approximately mid-way between the density targets for new housing development advocate in PPS3 (Housing) and the South East Plan Policy H5. The proposals will also make a valuable contribution in helping to meet house building targets set out in the recently approved South East Plan. All relevant development plan policies have been taken into account together with national planning policy advice.*

2.5 *Landscaping measures, sustainability, crime prevention, site waste management and drainage are all matters which have also been taken into account in preparing and submitting the planning application.*

2.6 *In the absence of any demonstrable harm or conflict with planning policies, the proposal is acceptable and should therefore, be granted full planning permission."*

3. CONSULTATIONS

The **Council's Arboricultural Officer's** comments are awaited.

The **Executive Head of Health, Housing and Community Safety** raises no objections subject to precautionary land contamination condition and conditions on construction hours and dust emissions.

The **Environment Agency** comments as follows:-

"Flood Risk
This proposal lies in Flood Zone 1 and falls within the scope of our Flood Risk Standing Advice. Please refer to our Standing Advice.

Your Local Planning Authority's own Technical Services should be satisfied with the proposed method of surface water disposal.

Pollution Prevention
When carrying out construction and demolition activities, potential sources of pollution from site activities will need to be identified so that appropriate pollution prevention measures are taken to avoid any contamination of controlled waters. Controlled waters include lakes, rivers, coastal waters and groundwater.

It is necessary to prevent pollution of surface and/or groundwaters especially during site works. There should be no discharge of foul or contaminated drainage from the site into either groundwater or any surface waters whether direct or via soakaways during and after the proposed works.

The risk of pollution at construction and demolition sites can be significantly reduced by providing secondary containment measures for storage tanks. Oil tanks must comply with the requirements of the Control of Pollution (England) (Oil Storage) Regulations 2001.

Any visibly contaminated or odorous material encountered on the site during the development work, must be investigated. The Local Planning Authority must be informed immediately of the nature and degree of contamination present.

Further detailed advice can be found at the Environment Agency's pollution prevention website or by calling our National Customer Contact Centre (NCCC) at 08708 506 506."

West Sussex County Council including the Highway Authority comments that

"This response comprises of the views of West Sussex County Council Local Development Division. Advice has been sought from various Local Development Officers in respects of the highways, archaeological, and infrastructure contribution requirements of this proposal have been considered and these views are incorporated within this response. This response has been prepared by the Officer named above.

In summary, there would be no highway or archaeological objection subject to conditions. Contributions would be sought towards WSCC infrastructure due to the increased needs arising from this development.

The site was formerly occupied by a care home accommodating 43 residents. It is acknowledged that the former use would have generated a more intensive use than that now proposed and the application has been viewed on that basis, although it is acknowledged that the former use could not be restarted without requiring a further planning application as the care home has been demolished.

The site has a single existing access point onto Parkfield Road, which is to be closed with three accesses proposed to serve the development. The access arrangements have been the subject of a Stage One Safety Audit and Designers Response has been prepared to address the problems raised.

The site frontage is heavily constrained with there being a number of Tree Preservation Orders on existing trees that serve to restrict the location of the accesses and visibility. The presence of the trees will also influence the construction specification for the highway works. It is understood that the trees are to be retained as part of any scheme and hence cannot be removed. The accesses are proposed to meet the minimum requirements in terms of widths. The trees do also serve to restrict visibility and visibility as specified within Manual For Streets for the 30mph speed limit cannot be achieved. A speed survey has therefore been undertaken and the visibility splays based upon the recorded 85th percentile wet weather vehicle speeds. Wet weather speeds of 26.9mph westbound and 26.8mph eastbound speeds have been recorded, therefore requiring splays of 2.4metres by 37metres. The location of the trees does affect visibility in someway from all of the vehicular accesses, with splays from the individual accesses of 2m by 36 and 37metres proposed from the westerly access and splays of 2metres by 37metres and 32metres proposed at the easterly accesses. The reduction of the X distance from 2.4metres to 2metres and the in part reduced Y element of the visibility splays are acknowledged as a consequence of the presence of the trees. Due consideration is given to the low use of these two accesses and the fact that the trees do not significantly obstruct visibility and would not obscure a vehicle or pedestrian. Therefore, a 2metres X distance along with the slight reduction from the required 37metre Y distance is considered acceptable for these individual accesses given the need to retain the trees.

Visibility from the central access is also obstructed from a 2.4metre X distance allowing only a 33metre splay to the east. The Safety Audit has identified the matter of the full 37metres being achieved from a 2.4metre X distance. The Designers Response to this proposes a reduction in the X distance to 2.3metres that would allow the full 37metres to be achieved in both directions. Again it is acknowledged that the presence of the tree to the east does not obstruct visibility significantly and would not obscure an entire pedestrian or vehicle. The Safety Auditor has subsequently reviewed the Designers Response and suggested that the splay is checked once constructed as the presence of the hoardings surrounding the site making it unclear what splays could be achieved. A condition is therefore suggested requiring the splays on

the approved drawings to be provided prior to construction commencing and allowing further review as part of a Stage 2 Safety Audit. In the event that these splays are not achievable, the Developer would be required to further highway works to build out the kerbline to achieve the necessary visibility. It would be stressed though that there is no evidence to indicate any inaccuracies with the drawings or that the aforementioned splays could not be achieved. The additional highway works if required would also be very minor in nature and have very limited consequences.

The Safety Auditor has also raised the matter of the parked cars potentially obstructing visibility. It is suggested that this matter is reviewed as part of subsequent Stage 2 and 3 Safety Audits, requiring the Developer to undertake to make all best endeavours to implement a Traffic Regulation Order if required. There is no evidence at the present time indicating that parked cars would pose an issue to emerging vehicles.

There is one remaining matter regarding the narrowing of the access road in the site itself from 4.1metres to 3metres and whether a flush pedestrian kerb should be provided to allow a pedestrian to step out of the way of an oncoming vehicle. Whilst this matter will not affect the users of the public highway, it is suggested that the development would result in low traffic flows and pedestrian movements, thus any conflicting movements are likely to be very low with it perhaps expected that a pedestrian would give way to a vehicle in the event that a conflict arose.

The Designer has addressed the remainder of the Safety Auditors problems, and as appropriate these have been accepted by the Safety Auditor.

In regards of parking, two spaces are proposed per dwelling fronting Parkfield Road with a single parking space per flat. The proposed parking provision is within the WSCC Parking Standards. There is the matter of garages being proposed for the flats, which under present standards are counted as parking spaces although there is the possibility that the garages will not be used for parking. However, in the absence of any other places to park within the site other perhaps than the disabled and visitor parking spaces, it is likely that the garages will be used for parking given the lack of convenient alternate options. It would still be recommended that car ports are used instead however. A separate cycle store accommodating 20 cycles is also proposed in addition to the garages.

Works are required within the public highway to close the existing access and open the three new access points. As a further Stage 2 Safety Audit is required, it is suggested that the nature of these works are discussed with Local Development division to agree the nature by which they are to be implemented, although it is suggested in the first instance that these form part of a s278 Agreement. Consideration does also need to be given the specification of the works due to the presence of the accesses within the root protection areas.

In conclusion, there would be no highway objection to this proposal.

Advice has also been sought from the WSCC Principal Archaeologist and the following advice would be offered. Air photographs and the applicants' plans show the extensive footprint of the former Edwardian house, Hurst Grange, and the care home that developed in its grounds. These have been demolished and the 2007 air photo confirms that the site has been cleared. The foundations and services constructed for these former buildings is likely to have disturbed any underlying archaeology.

The proposed development occupies much of the footprint of the former house and care home but extends further south and north into previously undisturbed areas of garden.

The West Sussex HER indicates that Roman pottery and other material has been found in several locations in West Tarring over a hundred metres to the north and south of the application site but the potential of the Parkfield Road area has not yet been established.

Taking into account the extent of previous development disturbance, I recommend that either a watching brief or limited trial trenching exercise should be carried out on the southern portion of the proposed development (units 1-10), which lies to the south of the former footprint, with a contingency to sample the footprints of units 13 and 14, if appropriate, based on the results of the watching brief/ sample trenching in the southern area.

A condition based on PPG16 par 30 or Circular 11/95, Appendix A, condition 55 would be recommended.

Contributions are required pursuant to s106 of the Town and Country planning Act 1990 to mitigate the impacts of the subject proposal with the provision of additional County Council service infrastructure, highways and public transport that would arise in relation to the proposed development. These are summarised below:

Summary of Contributions	
6 type	*Monies Due*
Education - First	*£11,342*
Education - Middle	*£12,779*
Education - Secondary	*£17,090*
Education - 6th Form	*No contributions required*
Libraries	*No contributions required*
Waste	*No contributions required*
Fire & Rescue	*£309*
No. of Hydrants	*No hydrants required*
TAD	*No contributions required*
Total Contribution	*£41,520*

Consideration has also been given to the former use supported by way of the Transport Statement in respects of TAD. Whilst the site is presently unoccupied, the formerly permitted use would have resulted in a significantly

more intensive use than that proposed. Consequently, based on the TAD guidance a nil TAD requirement would be generated.

CONDITIONS

WC5B
WC6A
WC6F
WC6I
WC6L

Visibility
The development hereby approved shall not be commenced until visibility splays in accordance with the approved planning drawings have been provided at the accesses onto Parkfield Road. These visibility splays shall thereafter be kept free of all obstructions over a height of 0.6 metre above adjoining carriageway level.
Reason – In the interests of road safety.

INFORMATIVE
Highway Works
The applicant is advised to enter into a legal agreement with West Sussex County Council, as Highway Authority, to cover the off-site highway works. The applicant is requested to contact The Implementation Team Leader, West Sussex County Council, County Hall, Chichester, West Sussex, PO19 1RQ. (Tel no. 01243 642105).

Stage 2 Safety Audit
The applicant is advised that a Stage 2 Safety Audit will be required as part of any detailed design submitted to the Highway Authority."

Southern Water's comments are awaited.

The **Strategic Planning and Regeneration Manager** comments as follows:-

"The main policy issues that are relevant to this application are:-

H 18: Loss of amenity.
BE 1: Good standards of design and materials.
LR 8: Residential units of 10 or more dwellings
TR 9: On site parking provision.

Government guidance in Planning Policy Statement 3 does stipulate that using land efficiently is a key consideration in planning for housing. The density of the new application would 35 dwellings per hectare. The emerging policies in the LDF have also indicated that the appropriate level of density should be informed by a number of criteria such as:

- *The assessment of the character of an area*
- *The need to use land efficiently*
- *The location and level of public transport accessibility*

- *The importance of promoting high quality buildings & environment*

Policy BE1 is applicable for this proposal. It is important that the design, scale and layout of the development is in keeping with the surrounding area. This was an issue in previous applications and needs to be addressed in the current scheme.

The views of the highways authorities should still be sought again on this proposal, given the still significant number of units and the provision of allocated parking bays. There may still be some issues with access that need to be addressed.

In housing policy terms there would be a welcome addition to the housing stock in a category of housing that is much needed in Worthing – family houses.

Subject to the above comments there are no policy constraints on this proposal.

A development contribution is required towards outdoor recreation facilities of £26,113."

The **Sussex Police Crime Prevention Design Advisor** notes that site is in a medium risk crime area and commends much of the design and layout of the development but requests that the fencing to the houses 11-14 is more robust and the rear gates are lockable; defensible space be provided to the block of flats by provision of suitable fencing and gates; planting adjacent to the block's windows and doors; and additional lighting generally and to the cycle storage block. Doors, gates, stores and windows should be designed to meet appropriate standards**.**

The **Waste Strategy Manager** raises no objection.

4. REPRESENTATIONS

At the time of writing nine letters of representations have been received from Nos. 12, 15, 18, 22, 24, and 38 Parkfield Road and Nos. 1, 2, and 18A Parkfield Court, raising the following points:-

i) Parkfield Road is already a "rat run" to an already high number of vehicles travelling from Durrington through to West Worthing crossing or north to St. Laurence and Rectory Road. The road narrows at this point and with the intended number of dwellings proposed the increase in cars would have a detrimental effect on an already (during rush hour) congested road. I presume that the development plans already allow for 2 -3 cars per dwelling within the building area or is it intended that the excess from car parking would spill out onto an already congested roadside?
ii) The establishment of a apartment style building would be totally out of character with a quiet suburban road.

iii) Happy with the proposal but the trees should be preserved.
iv) House number 14 adjacent to 1 and 2 Parkfield Court flats is too close and will overlook windows in their lounge and block out light, as main window of lounge faces north. The development will also cause lots of noise and some form of mitigation is required such as a higher wall and trees and shrubs. The minimal wall dividing the properties was adequate when Hurst Grange was there but is now too small and will not provide adequate security or privacy. The parking is also very close.
v) The plans outlined in the proposals look very good; a lot of thought has gone into ensuring that the new-build is in keeping with the surrounding properties.
vi) Our concern is that of parking. The south side of Parkfield Road (particularly on the bend out side Hurst Grange) is free from parking, you will notice this from both the current pictures and the pictures from years ago in your "Access & Design Proposal. When Hurst Grange Nursing Home was operational none of the tenants drove or kept cars, the proposal now will bring many new cars to the area. We are concerned that the increased road parking required will force people to park on the south side of the road. When cars are parked on both sides access to our drive becomes dangerous. An ideal solution could be double yellow lines along the length of Hurst Grange and quite possibly to Parkfield Court?
vii) Whilst the architectural drawings submitted depict a visually pleasing development, the additional strain that would be placed onto already unacceptable traffic conditions in this road mean that I do not believe it to be viable.
viii) Consideration needs to be given to both (1) double yellow lines along the south side of Parkfield Road (either side of, and in between the drop kerb access points to the site), and (2) some form of traffic calming measure (speed humps). The entry and exit to and from existing properties opposite the site on the north side will become more dangerous with the additional cars that will be parked, due to further restricted visibility to the oncoming vehicles that use this road as a 'rat run' - speeding drivers at all times of the day, on what will become a blind bend.
ix) Concern over the scale of development generating 36 vehicles and there is not enough scope in Parkfield Road where parking is at premium.
x) The building line is assumed in the plans but the original line is available and units 11 and 12 are forward of this and block light to front of No. 15 Parkfield Road.
xi) Have the developers considered building an underground car park to reduce noise and increase the size of the small gardens of the new houses.
xii) Concerns over impact of the development on parking and traffic in Parkfield Road which is parked on both sides at the eastern end and cars speed along and parking often extends across driveways. Parking for 2-3 cars is required.

5. RELEVANT PLANNING HISTORY

Hurst Grange was built in the early part of the twentieth century and after a spell as a hotel became a nursing home in 1962. It was extended and altered

subsequently through various permissions and demolished in 2006. Outline planning permission for the redevelopment of the buildings to extend the old people's home granted in 1999 and 2002 and part of the site adjacent to No. 34 Ethelwulf Road was sold off and developed for a house in 2000. An application for the residential redevelopment of the site for 20 flats in a single block was withdrawn in June 2005.

6. PLANNING ASSESSMENT

The main issues for consideration are:-

i) The principle of residential redevelopment.
ii) The impact on the amenities of future and neighbouring occupiers.
iii) Quality of the design and impact on the character and appearance of the area.
iv) Impact on access and parking.
v) Other environmental matters.
vi) Adequacy of the development contributions.

As such the proposal should be principally assessed against saved Worthing Local Plan Policies BE1, H18, RES7, RES12 and South East Plan Policies BE1, BE6, SP3, CC1, CC2, CC3, CC4, H1, H3, H4, H5, T2, T4, NRM1, NRM4, NRM11; SCT1, and SCT5. Government Policy is also relevant in Planning Policy Statement 1: Delivering Sustainable Development, Planning Policy Statement 3: Housing, PPG13: Transport, PPS25 Development, Flood Risk Development: PPG16 and Archaeology and Planning. The Strategic Housing Market Assessment (SHMA), Strategic Housing Land Availability Assessment and emerging Core Strategy are also pertinent.

The principle of residential redevelopment

The site is a brownfield site, with a long established history of residential use which is sustainably located and in a residential suburb within the urban area. Its suitability for residential development was accepted in principle in the recent Strategic Housing Land Availability Assessment (SHLAA) where a yield of 15 flats was considered possible. The development would return to positive use this sizeable and cleared and empty site and makes more efficient and effective use of the land than the previous use, achieving a density of 36 dwellings per hectare. This is more intensive than the SHLAA forecast, though just short of Regional target over the plan period set out in the South East Plan. However, it is appropriate to the site, given its location and the dwelling mix and is compliant with PPS3 and the emerging Core Strategy and SHMA which specifically encourage the provision of family houses in such suburban locations. It will contribute toward regional housing targets.

The scheme just undershoots the national minimum threshold for provision of affordable housing of 15 dwellings set out in Planning Policy Statement 3: Housing. This is disappointing as it had not been demonstrated that a modest

change in dwelling mix would not unacceptably yield 15 dwellings on the site but the applicant considers the scheme is already at its optimal density and form and issues of viability and practicality of management need also to be considered.

The impact on the amenities of future and neighbouring occupiers

The scheme avoids any significant harm to the amenity of neighbouring occupiers. It follows the building line and achieves a reasonable separation distance with the adjacent properties, with scale and orientation sensitively arranged. In addition, it is buffered by substantial retained and proposed supplementary boundary screening in the form of attractive trees and shrubs and fences, which may be secured by conditions. The intensification of use overall is modest and the new access remote from any flanking neighbour. The relationships between the neighbour dwellings and the buildings previously occupying the site and previous planning permissions for extensions are also relevant considerations.

The concerns of the flanking neighbours are recognised but Nos. 1 and 2 Parkfield Court's east facing windows are side windows and secondary to the main north facing front window, whilst No. 15 Parkfield Road's front windows closest to the development are all obscure glazed and their facing side window serves a non habitable room. Outlook and natural light would therefore be preserved. The requested downscaling and re-siting of the garages G01 and G02 to improve the outlook of the adjacent flats in Parkfield Court is welcomed but the relocation of the bin store closer to these flats is misconceived and unacceptable in terms of potential for noise and smell disturbance. This may be relocated by condition. Reconsideration of the siting of the cycle store further way from the flats in Parkfield Court is also desirable and may also be secured by condition. Safeguards requested by the Executive Head of Health, Housing and Community Safety to prevent nuisance during construction may be secured by condition, as will appropriate safeguards on new upper floor windows and obscure glazing of sensitive windows and measures to address the crime and security issues railed. Reconsideration of the scheme has been requested in both instances and the Committee will be updated at the Meeting.

The development is of a high quality and future occupiers would benefit from generously sized units, which are well stacked and conveniently accessed and served by ample private and communal amenity space.

Quality of the design and impact on the character and appearance of the area

The proposed scheme is of a very high quality which responds positively and sensitively to the character of the area and would integrate seamlessly into the urban fabric. Recent design refinements have helped lift the scheme quality still further. The houses address the inter war character of the street and the block of flats reproduces a grand Edwardian villa in a fitting memory of the former Hurst Grange which will grace the site. It arts and crafts style adds interest and grandeur to the streetscene through the vista formed by the new access and gateway features. The development benefits from a clear

concept and displays genuine sense of place and its verdant character is retained. The flat roof elements in the block will not be visible from the street.

Suitable conditions to control architectural details, permitted development rights, facing materials, flues and metre boxes etc and aerials are required, in any event.

Impact on access and parking

The site is sustainably located, close to Tarring village, shops in South Street and reasonable public transport. The scheme has been informed by a Road Safety Stage 1 Audit and the Highway Authority is satisfied with the proposal, subject to suitable conditions to secure the form of access and sightlines shown; stopping up of the existing accesses; provision for further highways works if required at the Stage 2 and 3 Safety Audits should parked cars obstruct visibility at the access; provide parking before first occupation; surface water drainage; and to provide areas on-site for parking construction vehicles and storing plant/materials.

The 18 parking spaces provided are satisfactory in this location, especially as on street parking is largely unrestricted and most dwellings in the area enjoy on site parking. However, it is appropriate to impose a condition to prevent the garages from use other than parking of vehicles as a precautionary measure. Pedestrian access to the block of flats is convenient and safe. Cycle facilities are also acceptable. The additional traffic generated is modest in overall terms and appears not, in itself, to justify traffic management measures, not least in view of the intensity of the previous use. Unfortunately, the Highway Authority has concluded that no development contributions for transport are required so the scheme itself will not generate any funding for such measures anyway.

Other environmental matters

The commitment to sustainable design is welcomed as are the sustainable drainage measures. It should be noted that South East Plan policy NRM11 also requires that renewable energy measures are incorporated in such large scheme to provide for at least 10% of energy demands. These may be secured by conditions, as may necessary precautionary measures to safeguard any archaeological heritage and prevent land contamination. Waste materials from construction/demolition are governed by separate legislation. The important trees have been retained and may be protected by suitable conditions.

Adequacy of the development contributions

West Sussex County Council has requested a sum of £11,342 towards upgrading first schools; £12,779 towards upgrading Middle Schools; £17,090 towards upgrading secondary schools and £309 towards upgrading fire and rescue services to accommodate the additional pressure on facilities caused by the proposal. Similarly the Council has requested a development

contribution towards outdoor recreation facilities of £26,113. The Highway Authority has been requested to review the contribution required towards upgrading transport facilities and Members will be updated. The applicant has agreed to this and a unilateral undertaking to secure the sum is awaited.

7. CONCLUSION

This brownfield, sustainably located site has a history of residential use and the current proposal will return it to positive use, making efficient use of the site and contributing to the regional housing targets and towards meeting the demand for family housing. By and large, the scheme is sensitively configured to avoid harm to neighbour amenity and will provide and good standard of environment for future occupiers. The design is of a high standard and will harmonise well with the streetscene and enjoys a genuine sense of place. Access and parking are satisfactory, subject to certain safeguards, and the scheme is generally environment-friendly, again subject to certain safeguards. The applicant has agreed to required development contributions to mitigate the scheme's impact. As such, and subject to receipt of the required unilateral undertaking and recommended conditions and satisfactory design refinements, the proposal should be supported.

8. RECOMMENDATION

THAT THE DECISION IN THIS CASE BE DELEGATED TO THE EXECUTIVE HEAD OF PLANNING, REGENERATION AND WELLBEING TO AWAIT THE COMPLETION OF A LEGAL AGREEMENT WITH A VIEW TO PLANNING PERMISSION BEING GRANTED SUBJECT TO THE FOLLOWING CONDITIONS:-

1. C1A Standard full condition 5 YEARS.
2. C12B Windows to be obscure glazed.
3. Agree architectural details.
4. Agree facing materials samples.
5. C12F Provide combined aerial facilities.
6. C12L Provide refuse/bin stores for flats
7. C13K Investigation of potential contamination.
8. C5B Provide parking before occupation and garages restricted to parking of vehicles.
9. C5K Provide secure cycle parking for flats.
10. C6D Provide to access and sightlines/visibility.
11. C6F Measures for surface water discharge.
12. C6K Park/unloading area during construction.
13. C6L Materials/plant area during construction.
14. C7E Provide scheme for dust suppression.
15. C7G Limitation on hours of construction.
16. C8A Agree/provide landscaping scheme and protection for trees.
17. Stop up accesses.
18. Agree/provide boundary treatment.

19. Sustainable design Level 3 Code for Sustainable Homes and renewable energy generation.
20. Provision for further highways works if required at the Stage 2 and 3 Safety Audits should parked cars obstructing visibility at the access
21. Remove permitted development rights for extension and outbuildings.
22. Archaeology safeguards.
23. No new windows in upper floor of flanks in front houses.
24. Crime and security measures

IT IS ALSO RESOLVED THAT IF THE APPLICANT SUBSEQUENTLY DECIDES NOT TO SIGN THE LEGAL AGREEMENT, THE EXECUTIVE HEAD OF PLANNING, REGENERATION AND WELLBEING BE AUTHORISED UNDER DELEGATED POWERS TO REFUSE THE APPLICATION.

9. BACKGROUND PAPERS

Observations of the Council's Arboricultural Officer
Observations of the County Archaeologist
Observations of the Environment Agency
Observations of the Executive Head of Health, Housing and Community Safety
Observations of the Highway Authority
Observations of the Strategic Planning and Regeneration Manager
Observations of the Sussex Police Crime Prevention Design Advisor
Letters of Representation from Members of the Public