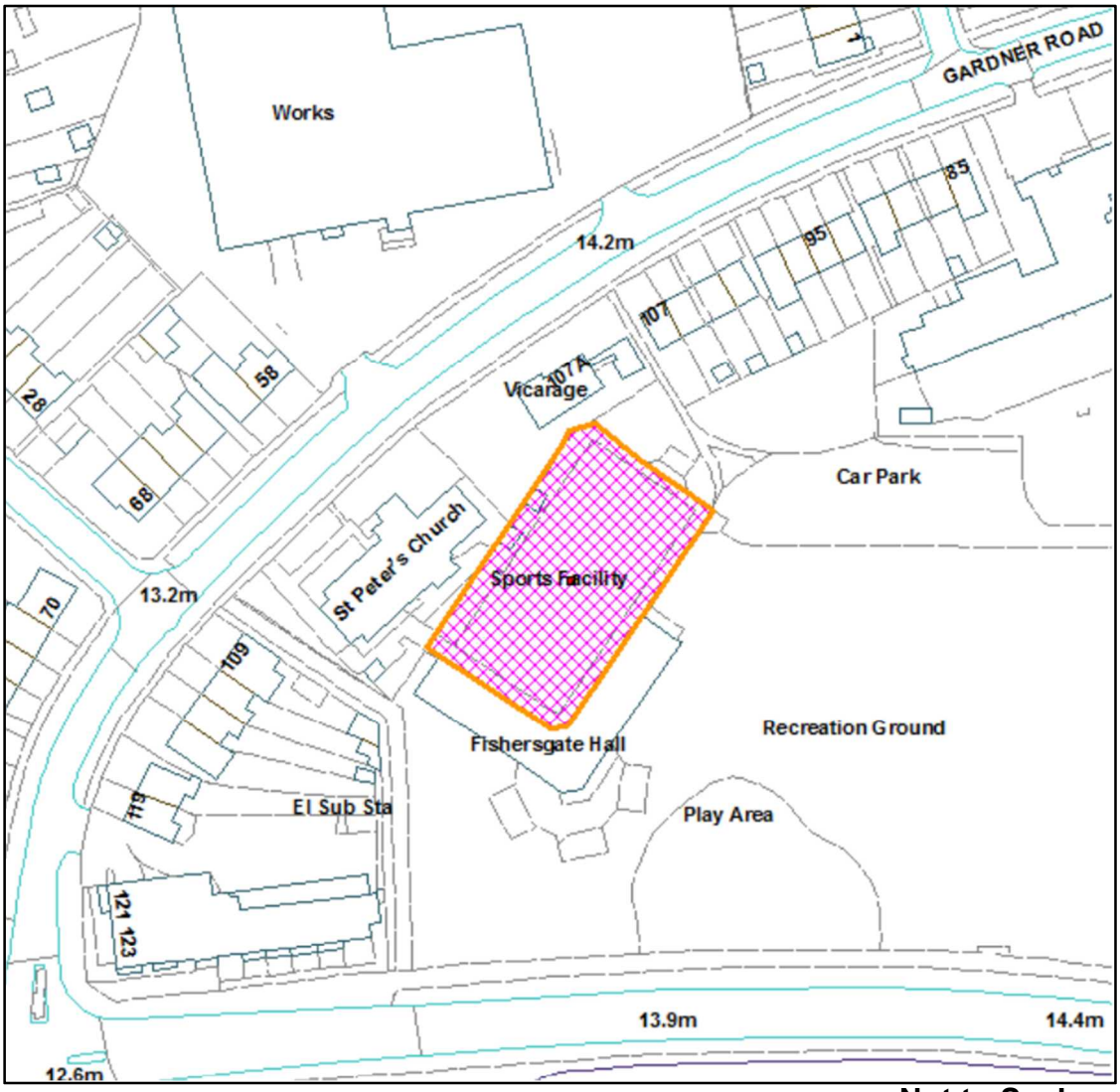
Application Number:	AWDM/0759/23	Recommendation - APPROVE
Site:	Land North Of Eastbrook Manor Community Centre, West Road, Southwick	
Proposal:	Installation of two modular buildings to the rear courtyard	
Applicant:	Mrs Rhian Francis, Adur & Worthing Councils	Ward: Eastbrook
Agent:	Mr M Payne, Adur & Worthing Councils	
Case Officer:	Gary Peck	



Not to Scale

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Proposal, Site and Surroundings

This application seeks full permission for the erection of 2 modular buildings on the site of a former, now derelict, ice rink next to Eastbrook Manor Community Centre. The supporting information describes that after the Community Centre was returned to the Council in 2022, a funding stream to provide youth interventions became a possibility and is the core of the planning application.

It is stated that the Youth Investment Fund is a Government led initiative for the purposes of improving youth interventions in the areas of most need and will deliver services that will help young people aged between 11 and 18 grow and improve their physical and mental wellbeing. Eastbrook has been nominated as such an area in need and the proposed buildings will provide programmes of activities for young people and the buildings could also be used for wider community benefit. The project aim is therefore to provide a hub for young people in a secure and safe environment.

The application site is immediately to the north of the Community Centre which consists of a single storey building with two projecting wings. The Council is refurbishing the external areas under permitted development rights to reduce the amount of hardstanding and improve access from the car park. The proposed buildings will be located on a now derelict roller rink.

The former St Peter's Church is the closest building to the application site (there will be a 2 metre boundary) to the application site and numbers 107a and 107b are to the north east and clearly visible from the application site (members are requested to note that number 107b does not appear in the map at the start of the report and is located in between the former Church and Vicarage).

The application site is in Flood Zone 1 with a low risk of flooding and it is stated that the proposed buildings will not increase the overall drained area above the original hard surfaced area.

Relevant Planning History

None relevant to the determination of the application

Consultations

Environmental Health

No objection subject to an hours of work condition

West Sussex Public Rights of Way

There are a couple of public footpaths that run very close to the red line boundary of the proposal. From what I can see from the online documents the red line boundary does not directly impact the public footpath (FP5So) but I wanted to note a few comments I have regarding any future works in the vicinity of the public footpath.

Firstly there can be no restriction of blockage of the public footpath without prior consent of WSCC's Public Rights of Way (PRoW) team. If a closure is required to protect public safety whilst any works are undertaken a temporary path closure will be required. For information details of this process can be found by following this link. Further to this any damage done to the public footpath surface as part of these works will be the responsibility of those who did the damage to repair to the same or better standard.

Finally it is an offence to disturb the surface of a PRoW without consent of the Highways Authority.

Therefore if there are any proposals to disturb the surface at any stage contact should be made with the PRoW team at WSCC prior to any works taking place.

West Sussex Fire and Rescue

Having viewed the plans for this planning application no. AWDM/0759/23 for the installation of two modular buildings to the rear courtyard, evidence is required to show the two modular buildings are within 90 m of a fire appliance. This is to be measured along the hose lay route and not a direct line or arc measurement, as this can very rarely be achieved due to obstructions. Evidence is also required to show a fire appliance can gain access to within15% of the perimeter or within 45m of every point of the footprint of the building as identified in Approved Document B Volume 2 B5 section 15 and BB100 Section 8.3.If any of these requirements are not met, they will need to be mitigated by the installation of sprinkler or water mist system complying with BS9251 or BS8458 standard.

Further information has been received from the applicant in respect of the above comments and further comments in response will be reported at the meeting.

West Sussex Highways

This application is for an installation of two modular buildings to the rear courtyard.

The site is located and accessed via West Road which is an unclassified road subject to 30mph speed limit.

The existing vehicular access will be retained for the proposal. An inspection of data supplied to WSCC by Sussex Police over a period of the past five years reveals that there have been no recorded injury accidents within the site vicinity. Therefore, there is no evidence to suggest that the existing access is operating unsafely or that the proposal would exacerbate an existing safety concern.

The site is currently a misused skate rink which is to be removed. The proposed buildings will provide space for youth services outside of school hours, therefore it is unlikely that the proposal will result in a material intensification of use onto West Road or the wider road network.

The supporting document states that the existing car parking will be utilised for the proposed use and will be refurbished as part of the proposal. Any alterations to the car park would need to be demonstrated on a plan. Details of this can be secured via planning condition.

Conclusion

The LHA does not consider that this proposal would have an unacceptable impact on highway safety or result in 'severe' cumulative impacts on the operation of the highway network, therefore is not contrary to the National Planning Policy Framework (paragraph 111), and that there are no transport grounds to resist the proposal.

Representations

3 letters of support have been received making the following comments:

- I think this area really needs this community hub and any development of the space is a great thing.
- This proposal/funding bid is much needed and vital for the Adur / Fishergate community and I am 100% in support of the regeneration of this space/area.
- Fishergate is one of the highest deprived areas in the UK and investment is long overdue. The residents have built such a strong community presence and this investment and regeneration will support and give the means to provide decent and safe spaces for the younger residents.
- Very much needed resource

Relevant Planning Policies and Guidance

Adur Local Plan 2017 - relevant policies include 12, 15 and 29

Sustainable Energy SPD (August 2019)

National Planning Policy Framework (July 2021)

Relevant Legislation

The Committee should consider the planning application in accordance with:

Section 70 of the Town and Country Planning Act 1990 (as amended) provides that the application may be granted either unconditionally or subject to relevant conditions, or refused. Regard shall be given to relevant development plan policies, any relevant local finance considerations, and other material considerations; and

Section 38(6) Planning and Compulsory Purchase Act 2004 that requires the decision to be made in accordance with the development plan unless material considerations indicate otherwise.

Planning Assessment

The main issues in the determination of the application are the principle of development and the effect of the proposal upon the character and appearance of the area.

The application site, consisting of the derelict ice rink, is of poor visual appearance with the surfacing having deteriorated over time and also now fenced off by Heras fencing. While modular buildings are of limited visual quality in themselves, if erected in conjunction with the reduced hardstanding and proposed grassed areas, a visual improvement to the area should result compared to the existing situation. Furthermore, the nature of the community centre, with its projecting wings means that the application site is screened from most public views albeit that a public footpath passes quite close to the narrow entrance to the site at the end of the car park. In terms of the overall visual character of the area, therefore, it is not considered that the proposal would have an adverse impact.

The former St Peter's Church, Vicarage, and residential property that has subsequently been constructed in between them are closest to the application site and at the nearest point the Church building is less than 5 metres from the application boundary and 107b very slightly further although at a more oblique angle. The proposed buildings, which have a 3 metre gap between them, would be 2 metres from the boundary and therefore have some impact upon the visual outlook of the surrounding buildings. However, it needs to be borne in mind that the existing outlook is quite poor at present and that the buildings surrounding the site are of greater scale than those proposed in the application. There is also some screening and boundary fencing as well and accordingly it is considered that the impact of the proposed buildings is acceptable.

The supporting information states that the core of the application is the funding opportunity that the erection of the buildings would present. As set out at the start of the report, the buildings are required in connection with a funding opportunity from the Youth Investment Fund. The proposed buildings would be used to provide a hub for youth interventions in the area, and the need for additional community facilities in the area appears to be widely acknowledged and accepted. In light of the location next to the existing Community Centre, it is considered that this adds further weight to the acceptability of the proposal.

It is therefore concluded that the application buildings have the potential to provide a valuable community facility in the area and accordingly it is recommended that permission is granted.

Recommendation

GRANT permission subject to the following conditions:

1. Approved Plans.

2. Full Permission.

3. No part of the development shall be first occupied until covered and secure cycle

parking spaces have been provided in accordance with plans and details to be submitted to and approved by the Local Planning Authority.

Reason: *To provide alternative travel options to the use of the car in accordance with current sustainable transport policies.*

4. No development shall take place, including any works of demolition, until a Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved Plan shall be implemented and adhered to throughout the entire construction period. The Plan shall provide details as appropriate but not necessarily be restricted to the following matters:

    - the anticipated number, frequency and types of vehicles used during construction
    - the method of access and routing of vehicles during construction,
    - the parking of vehicles by site operatives and visitors,
    - the loading and unloading of plant, materials and waste,
    - the storage of plant and materials used in construction of the development,
    - the erection and maintenance of security hoarding,
    - the provision of wheel washing facilities and other works required to mitigate the impact of construction upon the public highway (including the provision of
    - temporary Traffic Regulation Orders),
    - Access arrangements from the public highway, including temporary accesses and alterations to existing accesses.
    - details of public engagement both prior to and during construction works.

    Reason: *In the interests of highway safety and the amenities of the area.*

5. Works of construction or demolition, including the use of plant and machinery, necessary for implementation of this consent shall be limited to the following times.

    Monday - Friday 08:00 - 18:00 Hours
    Saturday 09:00 - 13:00 Hours
    Sundays and Bank Holidays no work permitted

    Any temporary exception to these working hours shall be agreed in writing by the Local Planning Authority at least five days in advance of works commencing. The contractor shall notify the local residents in writing at least three days before any such works.

    Reason: *To safeguard the residential amenity of the area.*

6. Full details of the proposed modular buildings in terms of colour, materials and finished height to be provided.

7. No windows (northern elevation).

8. Finished Floor Levels.

9. Approval of Hard and Soft Landscaping details

Informative

The applicant is requested to note that there be no restriction or blockage of the public footpath without prior consent of WSCC's Public Rights of Way (PRoW) team. If a closure is required to protect public safety whilst any works are undertaken a temporary path closure will be required. Any damage done to the public footpath surface as part of these works will be the responsibility of those who did the damage to repair to the same or better standard. If there are any proposals to disturb the surface at any stage contact should be made with the PRoW team at WSCC prior to any works taking place.