Application Number: AWDM/1102/11 **Recommendation – Refuse**

Site: **25 Beach Green Shoreham-By-Sea West Sussex BN43 5YG**

Proposal: **Demolition of the existing chalet bungalow and the erection of 6 two bedroom and 1 three bedroom flats with 9 semi-under-ground car parking spaces, cycle store and new garage to no. 1 Beach Road**

Applicant: Mr Jeremy Keable Ward: Marine
Case Officer: Jo Morin

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Proposal, Site and Surroundings

The application site consists of a detached chalet house occupying a corner plot (0.0774 hectares) at the junction of Beach Green with Beach Road. The existing dwelling is sited to the east side of the plot with gardens wrapping round to the west side and rear (south). There are two vehicular accesses onto Beach Green. The site and surrounding land slopes up to the south; there being a difference in ground levels of some 1.5 to 2 metres across the site.

Adjoining the site to the east is 21 Beach Green a detached house. A detached house, 1 Beach Road, also adjoins to the south. On lower ground opposite the site is 54 Beach Green, one half of a pair of bungalows, having a splayed siting at the entrance to River Close. Beach Green, an expanse of public open space lies to the west.

Permission is sought for the demolition of the existing chalet dwelling and erection of a block of 7 flats over three floors with semi-underground parking for 9 cars.

The main building volume (3-storeys plus semi-basement) would be curved around the north-west corner of the site, with lower stepped elements extending towards the north-east and south-west site boundaries. The access to the semi-basement parking would be from Beach Green, in a similar position to the existing eastern-most access. The overall design concept is contemporary consisting of a largely flat-roofed building with coloured rendered walls above a blue/grey brickwork plinth (comprising the semi-basement). The building would be articulated by balconies on the street elevations at ground and first-floor wrapping around the curved core of the building on the corner. The second-floor would be stepped in from the accommodation below on this side. The proposed accommodation would consist of 3 x 2-bedroom flats on both the ground and first floors, with a 3-bedroom flat on the second-floor. All the flats would accessible by communal staircase and lift (extending into the semi-basement).

An area of amenity space would be provided at the rear of the building, accessible from a rear patio/terrace with steps leading down into the garden in the south-east corner. An area for refuse storage is shown within the semi-

basement, adjacent to the entrance with a separate area allocated for collection day adjacent to the eastern site boundary. Cycle storage would be provided within a single-storey flat-roofed element attached to the southern spur of the building. Attached to the south side of the latter would be a new garage for the occupiers of 1 Beach Road. [The red line of the application site includes a small part of the curtilage of 1 Beach Road for this purpose.]

The site is partially located within flood zones 2 and 3a. The application is accompanied by a Flood Risk Assessment by Ambiental.

It is proposed the development would achieve Level 3 of the Code for Sustainable Homes as a minimum. Sustainable design features include thin film solar PVs on the main flat roof, a Sedum roof on the lower flat roof element, rainwater harvesting and super-insulated walls, floors and roofs.

Relevant Planning History

There is no relevant site history.

Consultations

West Sussex County Council: The Highway Authority comments as follows:-

"West Sussex County Council (WSCC), as the Highway Authority, has been consulted on this application which seeks permission to demolish the existing chalet bungalow and erect 6 two bedroom and 1 three bedroom flats with 9 no. semi-underground car parking spaces, cycle storage and new garage to No.1 Beach Road. In principal there are no highway objections subject to conditions.

Beach Green is a residential beach front location within the town of Shoreham-by-Sea. The existing access point from the development site onto Beach Green will be retained, and a semi underground car park will be created. This will accommodate 9 car parking spaces; which will comprise of 1 residential space per flat and 2 visitor spaces and accords with WSCC parking standards. The design of the underground parking area appears to provide sufficient space for cars to enter and exit in forward gear. The width of at least one of the car parking bays should be wide enough to accommodate a disabled person's vehicle as per guidance.

The development proposes a new garage for No.1 Beach Road. No new access will be created as there is already an existing driveway in place at this location. Should a new vehicle crossover be sought this will need to be included as part of the highways works license.

There is good visibility in both directions on Beach Green; and the increase in parking and visitor spaces is not considered to materially impact on the safety of Highway users. However; visibility sight lines should be in accordance with Manual for Streets recommendations of 2.4 metres x 43 metres for a 30mph road (2m will be accepted if 2.4 cannot be achieved) and should be kept free from obstructions over a height of 0.6 metres. It is not clear how steep the gradient into the car park is but MFS guidance recommends this should be no

steeper than 1:20 for the first 5.5 metres from the carriageway. The construction of the car park walls will also need to be built to specific standards to make sure they are not supporting the public highway as this can make the highway unstable however; this can be visited at a later stage.

An interrogation of the road traffic collision database shows there has been 1 slight collision/casualty within the last three years. This involved two cars a few metres west of the developments existing access. The accident occurred in the early evening in the summertime where a young driver crashed into a parked car as his vision was affected by the dazzling sun. As the accident was not related to any highway defect and WSCC as the Highway Authority does not consider Beach Green and the access to the new development to be unsafe.

The application site can be considered a sustainable location, walking distance to the nearest bus stop is within 600 metres, and conforms with the Chartered Institute of Highways and Transportation guidance. Shoreham-by-Sea railway station is 1km away and within reasonable walking and cycling distance. An area has been provided within the building to house 10 bicycles and the number accords with West Sussex County Council parking standards.

It is not considered that the development of six 2 bedroom flats and 1 three-bedroom flat on this site will represent a significant increase in traffic generation and the development would not materially impact highway capacity.

The Highway Authority raises no objection to the proposed development; subject to conditions relating to the completion of the access, visibility splays, pedestrian visibility, provision of car parking and cycle parking, a construction method plan and details, design check for semi-underground car park, and works within the public highway.

The contributions (below) are required pursuant to S.106 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.

Planning obligations requiring the above money is understood to accord with the Secretary of State's policy tests outlined by the National Planning Policy Framework, 2012.

The basis for this advice is contained in the County Council's adopted Supplementary Planning Guidance document "The Provision of Service Infrastructure Related to New Development in West Sussex – Part 1".

All TAD (Total Access Demand) contributions have been calculated in accordance with the stipulated local threshold and the methodology adopted as Supplementary Planning Guidance (SPG) in November 2003.
The calculations have been derived on the basis of an increase in 6 Net dwellings and an additional 7 car parking spaces.

Further to the monetary contributions The County Fire Officer advises that the proposed development may need to include the provision of a fire hydrant connected to adequate supplies of water for fire fighting.

Education			
Locality	Shoreham		
Population Adjustment	7.3		
	Primary	Secondary	6th Form
Child Product	0.0167	0.0167	0.0090
Total Places Required	0.1169	0.0835	0.0180
Library			
Locality	Shoreham		
Contributions towards Lancing	£0		
Contributions towards Shoreham / Southwick	£907		
Population Adjustment	7.3		
Sqm per population	30		
Sqm Required	0.00		
Waste			
Adjusted Net. Households	6		
Fire			
No. Hydrants	TBC		
Population Adjustment	7.3		
£/head of additional population	£13		
TAD- Transport			
Net Population Increase	7.3		
Net Parking Spaces	7		
Net Commercial Floor Space sqm	0		
Total Access (commercial only)	0.0000		

Summary of Contributions

S106 type	Monies Due
Education - Primary	£1,533
Education - Secondary	£1,650
Education - 6th Form	£387
Libraries	£907
Waste	No contribution
Fire & Rescue	£95
No. of Hydrants	TBC
TAD	£6,435
Total Contribution	**£11,007**

The calculations have been derived on the basis of an increase in 6 Net dwellings and an additional 7 car parking spaces.

[NB. It has been clarified with the Planning Policy Manager that contributions towards Education and Library provision and Fire & Rescue services do not apply to minor development proposals.]

Environment Agency:

"*The predicted flood height for the 1 in 200 year flood event in 2115 is 5.08mAOD. This flood level is based on overtopping of the flood defences rather than a breach scenario. This depth of flooding would result in a flood depth of 1.97 metres in this location. With finished floor levels raised to*

4.74mAOD as stated in the Flood Risk Assessment (FRA), this would result in internal flooding of habitable areas of 340mm. It should be noted that the flats subject to this flooding are on one floor, therefore safe dry refuge above this is not possible within the individual dwellings. The FRA has not examined how long this flooding would be likely to last. Whilst tidal levels recede within a few hours, the defences in this area may trap the flood water. It is therefore uncertain what duration the development would be subject to flooding. Breach analysis has not been undertaken, but in this situation flood waters would be fast flowing and not subject to prior warning.

However, we are intending to undertake flood defence works which will reduce the risk to this part of Shoreham. Whilst we are uncertain when these works will be completed, it will be before the site is subject to flood depths likely to result in internal flooding of habitable areas. Following completion of the Tidal Walls Scheme the risk (overtopping or breach of the defences) will be reduced.

However a residual risk remains and the proposed flood proofing design measures and Flood Plan already suggested in the FRA should be implemented to the satisfaction of the Local Planning Authority."

Adur & Worthing Councils:

The Environmental Health Officer recommends a condition be imposed controlling hours for demolition and construction work to between 08.00 and 18.00 hrs Monday to Friday, 09.00 and 13.00 on Saturdays and no working on Sunday or Bank or Public Holidays. The developer will need to apply to Environmental Health for a Demolition Notice.

Representations

Objections have been received from the occupiers of 2, 8 Beach Road, 33 East Meadway, 236 Harbour Way, 5 Havenside, 42, 57 The Meadway, 22, 109, 113, 116 Old Fort Road, 7, 11, 17, 21, 22, 37, 52, 54, 56 Beach Green, 1, 19, 22 River Close, 23 Roman Crescent raising the following concerns (which have been summarised):-

- Although there are similar modern designs in other parts of Shoreham Beach it would appear out of place in this road;
- Additional traffic manoeuvres would lead to further risk of accidents;
- Additional pressures to park on pavements as on-street parking is restricted;
- Bulk/size/prominence would be overbearing, dominant and out of place amongst surrounding houses;
- Size of development inappropriate and would alter the character of the Beach and detract from its seaside nature;
- The is enough flats on the beach, families are needed that have a stake in the area;
- The building is a gross overdevelopment, utterly out of keeping with everything around it;

- A precedent has been set with massively overbearing houses having been allowed in Old Fort road, the same should not be allowed to happen here;
- A large flat-roofed block is entirely out of character in this area of pitched-roof detached and semi-detached houses;
- An overdevelopment of the plot and a huge eyesore;
- This will set a dangerous precedent, anyone will be able to knock down their house and build flats instead;
- A short-fall in parking provision will lead to illegal parking; the occupiers of many flats will have more than 1 vehicle plus visitors;
- There is a shortfall in amenity space and distance between buildings;
- Concern that the unique geology of the substrata will be sensitive to vibrations during construction and digging out the foundations and will cause damage to neighbouring properties, as happened previously when extensive sea defence works took place on the beach;
- The infrastructure of the beach cannot cope with more development, here are not enough places at nearby schools;
- Additional traffic and the entrance position of the undercroft parking will make the junction into River Close even more dangerous; this is a busy section of the main through road, a bus route and in constant use by a large volume of pedestrian traffic
- The building is too large, cramped on the plot and the modern design not in keeping with surrounding development;
- Although the overall height may not be taller than the adjoining building the ‘bulk’ of the building will be far greater;
- Owing to the difference in ground levels, a building of this scale will create a loss of light and a closed-in feeling for the properties opposite on lower ground;
- Windows and balconies in the proposed building will give clear views into the gardens and living rooms of properties opposite creating a loss of privacy;
- Concern that underground parking area may become a focus for undesirables and anti-social behaviour, some security will be needed;
- Is there adequate space for bin storage;
- Extensive demolition, excavation and construction works will affect the well-being of many neighbours over the considerable period of time needed to build this development;
- Rooms on first and second floor of development will overlook 21 Beach Green. Outside terrace will enable views into the back of the house and garden;
- Significant loss of light to the west elevation of No.21 Beach Green especially when sun is lower in the sky (late Spring/early Autumn)
- Concerned that vibration during building works will undermine the foundations of nearby properties and weaken their structure.
- Car park for 9 vehicles will lead to noise, fumes and vibration affecting the amenity of 21 Beach Green, especially as the entrance is close-by
- Siting of bin store is unneighbourly
- The letters of support have been coordinated by the agent and many are un-dated, or dated prior to submission of the planning application.

The occupier of 1 Beach Road has not objected but raises the following concerns:-

- The inclusion of the garage is welcomed but access to the rear of the house is required for bins, etc.
- Concerned about the height of the building in relation to 1 Beach Road;
- A more subtle colour instead of pristine white would help integrate the building into its surroundings.

Letters in support of the application have been received from the residents of 92 Beach Green, 28 Cheal Close, 21, 25 Falcon Close, 1 Ferry Road, 11 Flag Square, 196 Harbour Way 1, 7 Havenside, 6 Kings Crescent, 4 Kingston Bay Road, 17, 33, 37 Kings Walk, Flat 8 Newport, 12, 27, 88, 117 Old Fort Road, 18 Pacific Court, 'Pebble Lodge', 4 River Close, 12 Sorlings Reach, 14 The Burrells, 15 The Marlinspike, 15, 38 The Meadway, 'Chesil House' West Beach. The following observations in support of the proposals have been raised:-

- An interesting, high quality design, suitable for a prominent site;
- A striking gateway onto the Beach;
- It will have a positive effect on the area;
- More flats are needed in this area; an efficient and sensible use of land;
- Well thought-out, good-sized accommodation;
- The Art Deco design is well articulated and relates well to surrounding buildings; the design is in keeping with the Beach's historical and cultural roots in the film industry; an impressive building, of sustainable design; the development offers the beach a modern and pleasing look; an honest piece of architecture; the building echoes the modernist design of many marine buildings along the sough coast;
- The height of the building works as a well-placed counter point to the Green and seafront; the Green is the perfect setting for the building;
- This will provide luxury apartment accommodation which is currently missing from the Beach;
- Underground parking is well designed and will prevent vehicles from parking on surrounding roads;
- It would be of benefit if the development could be tied to smartening up the existing toilets and stores on Beach Green;
- The external finishes and future maintenance of the building could be addressed as a condition of planning permission.

Relevant Planning Policies and Guidance

Adopted Adur District Local Plan 1993-2006 (ADC 1996) (saved policies): AG1, AH2 and Appendix 11 'Supplementary Planning Guidance' comprising: Development Control Standard No.2 'Space Around new Dwellings and Flats' Good Practice Guidance Note: Internal Space Standards for New Homes (2010)
South East Plan (GOSE 2009): SP3, CC1, CC6, H1, H2, H4, H5, H6, T4, BE1, SCT5
National Planning Policy Framework (CLG 2012)

Planning Assessment

Principle

The site is located within the built-up area and is not identified for any particular use or purpose within the saved Local Plan. New residential development by infilling or redevelopment is supported by saved policy AH2 subject to its scale, character and appearance being in keeping with and enhancing the existing local environment in terms of architectural form, height, materials, density and layout; it respecting the natural features of the site including land form and trees; development not having an unneighbourly effect on existing dwellings by reason of unacceptable loss of privacy, daylight/sunlight or outlook; it provides a satisfactory standard of residential amenity for future occupiers, satisfactory access and on-site parking arrangements and it accords with the Council's adopted Standards.

Government planning policy contained within the National Planning Policy Framework states that housing applications should be considered in the context of the presumption in favour of sustainable development (Paragraph 49). The site is located within a medium density residential suburb within walking distance of a local primary school and other community facilities on Shoreham Beach. Shops at Ferry Road are approximately 300 metres distant. There is a bus stop within 80 metres of the site with services into Shoreham and Southwick.

Thus, there is no objection is principle to the redevelopment of this site which is sustainably located, and would re-use previously developed land, contributing towards meeting housing targets identified in the South East Plan (although these have diminished weight following the Secretary of State's stated intention to abolish the RSS).

The emerging Draft Adur Local Plan is at a very early stage and currently carries little or no weight in the determination of planning applications.

Visual amenity

Beach Green forms part of the main arterial route linking the east and west of Shoreham Beach. The immediate locality is made up primarily of detached dwellings on this side of Beach Green, wrapping round into Beach Road. Individual plot sizes vary from dwelling to dwelling. The application site has a wider than average frontage onto Beach Green, but tapers towards the rear (south). The majority of dwellings in the vicinity are two-storey, interspersed with some chalet-style houses and traditional bungalows. There is a row of 2½-storey townhouses further to the east, fronting north side Beach Green. Although there is no established building style, the vast majority of dwellings in the immediate vicinity are traditional in form with pitched roofs, and are typically articulated by traditional features including gables, dormers and bays. External finishes include brick, render, tile-hanging and some horizontal timber boarding with predominantly tiled roofs.

However, given the broader context of diversity which characterises development on the Beach, there is no objection in principle to a flatted development or to a contemporary building design *per se*. The main concern

relates to the amount of development on this plot, in particular, plot coverage of the building, its scale, massing, height, siting and design.

The building footprint (plus the cantilevered balconies) would occupy 52% of the site area. The main curved building volume is located on the corner, with stepped elements on either side. The overall height of the building is shown as roughly aligning with the taller, eastern ridge of 21 Beach Green and the ridge of 1 Beach Road. However, the overall size, 'bulk' and massing of the building would result in building of considerably larger scale than the domestic proportions of surrounding dwellings. In consequence it is considered the building would appear unduly dominant and visually overwhelming in this context. Whilst there may be scope for a redevelopment to maximise the potential of this corner site and its setting facing Beach Green, the corner is not sufficiently important in townscape terms to warrant such an imposing building, wholly out of scale with existing development and inappropriate to its context.

The visual dominance of the building in views from Beach Green (on lower ground) is emphasised not only by the site gradient and raised floor levels, but also the prominent siting of the building, pushing forward of the building lines of neighbouring development on Beach Green and Beach Road, into the north-west corner.

Despite stepping down in height, the 'bulk' of the north-eastern element of the building, projecting above the 2-storey eaves of 21 Beach Green (by some 1.7 metres) would appear particularly jarring within the streetscene. The poor visual relationship is further compounded by the lack of articulation to relieve the eastern elevation.

The design concept echoes the strong geometric shapes and simple lines which are characteristic of Art Deco architecture. The curved, tiered form of the building is articulated on the street elevations primarily by the linear form of the balconies and brise soliel detail on the second floor. However, these lines coupled with the heavy masculine form of the cantilevered balconies, results in an assertive horizontal emphasis that appears alien and fails to integrate the 'bulk' of the building within its context.

The rear of the building is extremely plain with little articulation to disguise its bulk and with openings minimised to avoid overlooking impacts.

Effect on the residential amenities of future occupiers

The proposed 2-bedroom flats would vary in size between 77.7 square metres and 87.1 square metres, which is in excess of the minimum standard of 66 square metres set out in the Council's approved Good Practice Guidance Note 'Internal Space Standards for New Homes'. The 3-bedroom 'Penthouse' flat would have an area of 121.4 square metres which is also in excess of the minimum standard of 93 square metres for a 3-bedroom dwelling. Each flat would have at least a dual aspect, plus access onto a private balcony and a communal amenity space area at the rear. The 'Penthouse' flat also has a private terrace (25 square metres in area). The communal amenity area consists of a patio/terrace (approximately 30 square metres) and an irregular-shaped garden (approximately 70 square metres). The use of the private

balconies as an amenity space is limited owing to their linear form, but all have a deeper recessed area in front of the respective living areas, which would be sufficient to accommodate a table and chairs.

Effect on the residential amenities of existing occupiers

In terms of the impact on neighbours, the most affected property would be 21 Beach Green to the east. The latter comprises a 2-storey house consisting of linked 'twin' gabled elements. There would be an overall distance of 4.4 to 7 metres between the eastern flank wall of the proposed flat building and the nearest part of No.21 (which angles away from the common boundary). The front of the proposed building would be slightly stepped behind (south) of the front of No.21, but the building would extend south of the rear elevation of No.21 by approximately 2 metres. Windows in the side wall of No.21 serve an integral garage (used as a games room) and bedroom on the ground floor, plus 2 windows serving bedrooms on the first-floor. Notwithstanding that the bedrooms are served by additional windows at the front and rear which provide an alternative aspect, it is considered the considerable bulk of the proposed building, taller than the eaves of No.21 and wrapping round onto Beach Road, would have an oppressive and overbearing impact on the existing outlook and would detract from the enjoyment of the property and its garden.

Given the modest size and chalet form of the existing dwelling, the existing rooms currently receive plenty of natural light from the west/south-west. A diagram illustrating a daylighting test (based by BRE Guidelines) has been submitted by the applicant and shows that whilst the proposed building would impact on the receipt of daylight to the ground-floor windows in the flank elevation of No.21, the test would be met for the first floor windows. The accuracy of the illustrated test has been queried with the applicant's architect, since it is considered the building would actually impact on the receipt of daylight to the ground *and* first-floor windows in this elevation, and which owing to the height and bulk of the building, would be largely overshadowed in the afternoon and evening. All the rooms in question (except the garage/games room) receive daylight from an alternative aspect, either to the north and south. Nevertheless, the bedrooms on this side, and the first-floor front bedroom in particular, would be significantly darker than at present.

In terms of overlooking, there would be no windows in the nearest eastern wall of the proposed building. East-facing windows in the southern element of the building (fronting Beach Road) are shown serving bathrooms and hallways, and would be sited some 21 metres from the flank wall of No.21. Windows in the south elevation (serving the ground and first-floor flats) would allow oblique views into the garden of No.21. More direct views of the garden would be possible from the raised terrace/patio at the rear of the building, and this would contribute to the unneighbourly impact of the building.

The front north-west corner of this dwelling is located adjacent to the access serving the semi-basement car park. Although up to 9 vehicles accessing and egressing the car park, up and down the ramp, would generate a significantly greater degree of noise and activity than currently arises from the use of the existing access, this would be contained towards the front of the property. Nevertheless, the siting of the bin bay (for collection day) directly adjoining the

common boundary (within approximately 4 metres of the first-floor front bedroom window) is considered particularly unneighbourly.

No.1 Beach Road, a detached 2-storey house, occupies a narrow wedge-shaped plot on higher ground adjoining the site to the south. It faces south-west onto Beach Green, with a tapering rear garden extending eastwards beyond the application site to the rear of 21 Beach Green. There are 2 narrow secondary windows (1 each at ground and first-floor) in the north-west flank of this house. The rear elevation is sited at an angle to the rear of the proposed building, with windows facing north-east towards the rear garden of No.21.

The proposed building would be physically linked to No.1 by means of a singles-storey element comprising a cycle store plus a single-storey flat-roofed garage. [The latter would be attached to the flank of No.1, and would be for the benefit of the occupiers of that property.]

There would be a distance of approximately 12.5 metres between the main south elevation of the proposed building containing windows serving habitable accommodation (ground and first-first floor flats), and the site boundary with No.1. However, the siting and angle of the rear elevation of No.1 is such that direct overlooking of windows in the rear of the dwelling would be avoided despite the relatively short separation distance.

Accessibility and parking

9 parking spaces would be provided (1 per flat plus 2 visitor spaces) within a semi-basement accessed from Beach Green (roughly in the position of the existing easternmost access) adjacent to 21 Beach Road. Notwithstanding the concerns raised by third parties, the Highway Authority is satisfied that the intensified use of the access by up to 9 vehicles would not materially impact on highway safety subject to provision of sightlines of 2.4 metres by 43 metres at the access.

The level of parking provided (9 spaces) falls slightly short of the parking demand calculated by the WSCC Parking Demand Calculator (11 spaces). There is no available space to provide additional parking within the site curtilage and the scope for parking on nearby residential roads is limited by parking restrictions at the junction with Beach Road. Additional parking restrictions also apply and are enforced on nearby roads during summer months. However, the site is sustainably located and within walking distance of shops and facilities on Shoreham Beach and a broader range of facilities and services within Shoreham (accessible via the nearby pedestrian bridge). Drawings show provision for 10 cycle store spaces which accords with WSCC Guidance. Consequently it is considered refusal would not be warranted owing to a slight shortfall in parking provision.

The internal layout of the basement car park is satisfactory, allowing vehicles to enter and leave the site in a forward gear. Matters raised by the Highway Authority concerning the provision of a wider parking bay to accommodate a disabled persons vehicle and the detailed design of the access ramp space could be detail with as a condition of planning permission in the event of approval.

The 'Revised West Sussex Parking Standards and Transport Contributions methodology' was adopted by WSCC in 2003 and ADC in 2004 and amended in 2010. It involves payment of contributions to sustainable transport improvements in the District to help offset the impact of increased travel demands resulting from new development. In this instance, the required TAD contribution is £6,435.

Flood Risk

The northern part of the site is located within flood zone 3a of the tidal floodplain of the River Adur estuary and is therefore at high risk from flooding from the 1 in 200 year flood event. Flood levels (plus allowance for climate change) have been predicted at 5.08 metres AOD based on overtopping of the flood defences. The submitted drawings show the floor level of the residential ground floor of the building would be set at 4.74 metres. This would result in habitable areas on the ground-floor of the building potentially being inundated up to 340mm during a 1 in 200 year flood event. The 3 no. ground-floor flats subject to the risk of flood are all on one floor with no opportunity for accessing safe dry refuge other than the upper floor communal areas (i.e. stairwell and lobbies).

The Environment Agency has confirmed that flood defence works are planned which would reduce the flood risk to this part of Shoreham. However, on the basis that funding for the Tidal Walls Scheme has yet to be secured, 3 dwellings within the development would remain at risk of inundation (albeit at a low level).

Recommendation

REFUSE for the reason(s):-

1. By reason of its size, siting, scale, massing, height, raised floors levels and design, the proposed development would represent an excessive overdevelopment of the site which would be poorly related in visual terms to the character of existing development and would appear unduly dominant and intrusive within the streetscene and would detract unacceptably from the amenities of the neighbouring property to the east, 21 Beach Green. It would therefore conflict with saved policies AG1 and AH2 of the Adur District Local Plan and policies CC1, CC6 and BE1 of the South East Plan.

2. The proposal fails to meet the Exception Test required by the NPPF in that it fails to demonstrate that the development would be safe from flood risk and would expose the occupiers of the ground-floor flat units to a high risk of inundation of flood water without safe dry refuge.

3. No evidence has been provided that the necessary contribution would be made to improvements to sustainable transport to help offset the effects of the travel and associated infrastructure demands generated by the proposed development as required by the West Sussex Revised Parking Standards and Transport Contributions Methodology.