WORTHING BOROUGH COUNCIL

REPORT TO PLANNING COMMITTEE

19TH JANUARY 2011

RECOMMENDATIONS

of the

EXECUTIVE HEAD OF PLANNING,

REGENERATION AND WELLBEING

The planning applications to be determined by the Committee will be available in the Gordon Room for Members to inspect from 10.00 a.m. on the morning of the meeting. Officers of the Planning Services Section will be present to assist Members.

HPRW/jb
Planning Section
Services Department
Portland House
Worthing
11th January 2011

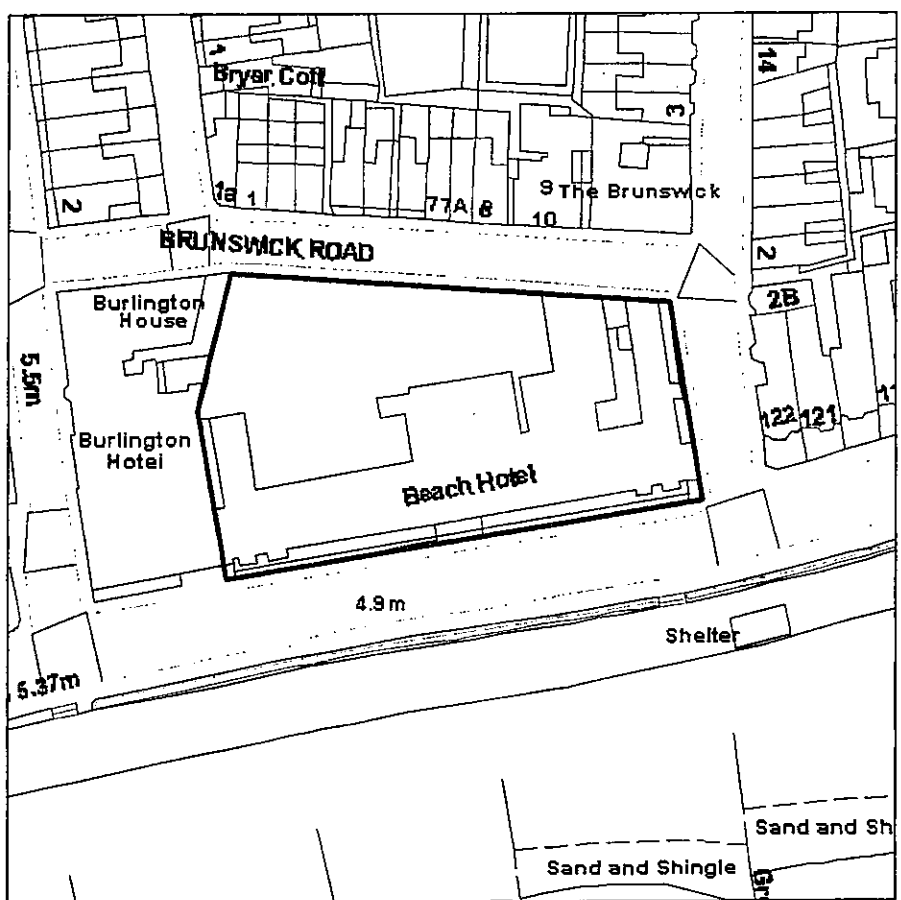
Mr C Barker - DMH Stallard

Roffey Homes Limited

WB/10/0281/FULL &
WB/10/0287/CAC
HEE
PLP

Location : The Beach Hotel 123 Marine Parade

Proposal: Proposed demolition of Beach Hotel and erection of mixed use development comprising 76 bedroom hotel, restaurant and spa facilities and 49 residential apartments together with undercroft car parking for 96 cars and secure cycle storage.



Not to Scale

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1. THE SITE AND SURROUNDINGS

The Beach Hotel is located on the Worthing seafront approximately 750m west of the pier and about one kilometre south of the railway station. The site has a triple aspect with Marine Parade presenting the principle elevation and entrance to the hotel whilst fronting Thorn Road to the east and backing onto

Brunswick Road to the north. Adjacent and to the west of the site is the listed Burlington Hotel which is attached to the Imperial China restaurant.

The area is eclectic in character in terms of both the form and function of buildings with hotels, public houses and guesthouses sitting next to residential apartments and houses, and mixed in terms of the scale, design and form of surrounding development.

Marine Parade itself is characterised by a diversity of building styles and forms arising from different periods. The Beach Hotel was originally a row of Victorian terraced houses similar to Heene Terrace. The terrace was remodelled in the mid 1930s into the current Art Deco style building.

Both the Burlington Hotel and Heene Terrace, to the west of the site, were constructed in 1865 to the designs of G.A. Dean and are Grade II listed in status. A range of architectural styles from the Regency and Victorian periods exist along the seafront.

To the north, Brunswick Road is characterised by two and two and a half storey residential properties. The Brunswick public house at the corner of Thorn Road provides some architectural interest with 19th century origins.

Thorn Road has been remodelled in the latter part of the last century and the former filling station has been replaced with a flatted development of four storeys, utilising some of the design features associated with the early 19th century origins of the area.

The Beach Hotel and surrounding area are within the Marine Parade and Hinterland Conservation Area. The Character Appraisal for the area, published in September 2001, notes that the section of seafront surrounding The Beach Hotel exhibits the evolution of seafront terraced architecture with "examples from the early 19th century Regency period through grand Victorian to the Art Deco treatment of Beach Hotel". The front of the Beach Hotel is identified as a positive indicator whilst the rear of the site is identified as having a negative impact on the conservation area. The Appraisal recognises that this area represents an opportunity for enhancement.

The site is within easy walking distance of the town centre shops and services and is accessible by a range of public and private transport means given its proximity to the main distributor routes and the railway station to the north of the centre. Secondary and primary schools are within two miles and two doctors surgeries are within 800m of the site.

2. THE PROPOSALS

It should be noted that this report covers two applications, one for demolition of the existing building (WB/10/0287/CAC) and the other for redevelopment of the site (WB/10/0281/FULL).

The applicant describes his proposals as follows:-

"The proposed development involves the demolition of the existing Beach Hotel complex in its entirety and construction of a mixed use development comprising a 76 Bedroom Hotel, restaurant and bar, 49 Residential apartments, underground car parking for 96 cars and spa and gym facilities.

The site itself is approximately O.8Ha in size and has elevations fronting Marine Parade to the south, Thorn Road to the east and Brunswick Road to the north. Directly to the west of the site lies the Burlington Hotel, which is Grade II listed. The Beach Hotel is not listed. The proposal responds fully to its context within the Conservation Area and proximity to the Worthing Seafront.

The development comprises 2 main elements; hotel and residential, distinguished and linked by a central vertical feature. The hotel element also wraps around to the rear of the site, with 2/3 storey accommodation fronting Brunswick Road. It is of significantly lower height here in response to the design of 2/3 storey dwellings on the north of Brunswick Road. This block is considered to complete the streetscene for Brunswick Road.

The hotel element would contain 76 hotel rooms, a restaurant and bar open to the public, function rooms, hotel facilities (including kitchen, laundry and offices) and gym/spa facilities for the hotel and residents of the flats. 52 of the bedrooms would be found in the main part of the hotel to the front of the site. This would comprise 6 floors of accommodation, though the top floor would be set back from the main façade of the building and include small terraces for the bedrooms with sea views. The further block to the rear of the site would have an additional 24 bedrooms over three floors of accommodation.

The east of the building, as it wraps around from Marine Parade onto Thorn Road and then Brunswick Road, would accommodate all of the 49 apartments (22 no.2 bed and 26 no.3 bed and 1 x 4 bed apartments).

The residential element would be a maximum of 7 storeys in height although the top 2 storeys would be set back significantly from the principal and eastern elevations to reduce the appearance of height, whilst enhancing the standard of accommodation for future occupants through provision of roof terraces and balconies.

The junction between the hotel and apartments is robustly defined throughout the principal elevation of the building through the use of a vertical projecting element that provides the main entrance to the hotel from street level and rises to 8 storeys in height. This element is heavily glazed, with accommodation extending southwards within glazed projections to provide spectacular views from the building and create a landmark feature to the development. The entrance feature to the hotel would wrap along the seafront elevation through a terrace extending the whole length of the ground floor of the hotel, clearly identifying the hotel in the townscape. These features are picked up also within the residential element of the proposal, providing visual features to the 2 separate apartment entrances. The terrace would be utilised

by the restaurant/bar on the ground floor. This would provide ample space for use by hotel guests, as well as Worthing residents and visitors, creating an active visual frontage to interact and complement Marine Parade and the sea front location.

The hotel and western section of the southern block seeks to respond fully to the horizontality expressed within existing architecture to the west of the site. The Burlington Hotel and Heene Terrace express such horizontal emphasis through the use of cornice lines and balconies, which the proposed hotel takes forward in a bold and contemporary modern design, visually linking the listed buildings with the scheme.

The residential section of the development to the east provides 5/6 full floors of accommodation, within a complimentary modern style of architecture that changes the visual emphasis from horizontal to vertical, through the use of balconies and vertical render panels that run from ground floor level to 5th floor level. Ground floor terraces and balconies provide further active frontage and address the street. A further 2/3 storeys of accommodation are provided above in a heavily glazed roof projection that rises to a maximum of 9 storeys in height adjacent to the vertical element separating the hotel and apartments. The roof will have a wave form section in profile, curving down to a steeply pitched roof form to the rear of the building, punctuated by inset balconies to create a stunning rear/side elevation to the development.

The eastern wing of the development wraps around from Marine Parade to Thorn Road with the principle element of the corner rising to 5 storeys in height to match the scale of development on the south-eastern corner of Thorn Road. The upper 2 floors are significantly set back to provide visual subservience to these floors. The development then steps down in height to the north to provide a similar scale of development to existing. The northern extent of this section rises only to 3 storeys in height with set back additions, providing a pronounced level of ziggurat when viewed from the north and east of the site.

The rear elevation of the development is highly contemporary in appearance, with vertical emphasis throughout, detailed through the use of double height fenestration across much of the development. The eastern wing rises to 3 storeys in height at its northern extent, with heavily glazed roof apartments set back significantly from the north and east extent of the site. This would not be readily visible from much of Brunswick Road due to the proposed new block of accommodation to the southern edge of the pavement as existing.

Moving to the north of the site, the rear of the hotel provides for afar deeper section at ground floor level, providing for the service elements of the hotel, including the kitchens and function rooms. These link directly with the rear service yard which is accessed directly from Brunswick Road.

The proposal seeks also to provide new development to the north of the site, fronting Brunswick Road. This development is linked directly with the hotel, providing a further 12 rooms over 2/3 storeys of development. This proposal responds fully to the height and form of existing properties on the northern

side of Brunswick Road and seeks to visually complete the streetscene in a similar manner to that seen opposite.

This element of the proposal will provide visual frontage to Brunswick Road, introducing an attractive streetscene, with ground floor doors opening to the pavement to create a visually active frontage that addresses the street.

The development also includes significant basement level facilities, providing for 96 underground parking spaces (35 hotel/61 apartment) accessed via a two way access ramp that joins Brunswick Road directly west of the service yard entrance, proposed to the east of the existing Chinese restaurant.

The basement level also provides accommodation for a large spa for the hotel and apartments which includes the following; 12.5m swimming pool, treatment rooms, gymnasium, sauna and steam room.

The development as a whole provides for a modern and contemporary addition to the Conservation Area that responds fully to its neighbouring development. The rendered elements of the proposal respond fully to the heights of adjacent development and the reduced scale of the upper floors, accentuated by the use of visually light weight materials produces subordinate upper floor levels that do not compete with existing development."

3. SUPPORTING DOCUMENTS

The applicant has submitted the following supporting documents which are more fully set out in the appendices at the end of this report.

PLANNING STATEMENT

This report describes the site and its surroundings, refers briefly to the planning history, sets out the proposed scheme, gives the planning policy context and appraises the scheme and reaches the following conclusion:-

"Conclusion

Overall, it is considered that the proposed development provides for a high quality design which is bold and contemporary, producing a positive contextual response that refers to the old whilst celebrating the new; an approach entirely consistent with Government, English Heritage, CABE and City Council advice.

This scheme has been fully assessed against all relevant national and local policy and guidance and all other material considerations and is considered to be acceptable. The project team have worked from the outset with local residents, stakeholders, English Heritage, WSDC and Worthing Borough Council to evolve the scheme to its submitted form.

The proposal is considered to provide for a high quality design on a highly prominent site, adding landmark architectural quality and visual interest to the

streetscene and ensuring the enhancement of the visual vitality and vibrancy of the western extent of the Worthing Seafront.

The design of the proposal in relation to scale, mass, bulk and height has been given careful consideration in relation to the context of the site in relation to existing development. The development defers fully to the adjacent listed building; The Burlington Hotel and enhances the character and quality of the Marine and Hinterland Conservation Area as a whole. Materials and finishes proposed would be of the highest quality with sustainability measures also proposed.

The amenities of existing and future occupiers have been subject to rigorous consideration in relation to loss of light, overlooking, sense of enclosure and noise. The separation distances, angles of outlook and prospect have been respected fully in relation to surrounding development to ensure no detrimental impact on the amenities of neighbouring and future residents.

Car and cycle parking is considered adequate to meet the needs of the development in an area well located in relation to public transport, shops and services.

The development provides for a defined leisure and tourism need within Worthing, providing a quality hotel, restaurant/bar and spa facilities that will enhance the tourism offer for the town as a whole. Such facilities will promote increased leisure spend within the town and the development will aid with the regeneration and rejuvenation of the western seafront inline with the Boroughs Masterplanning strategy.

The residential apartments will provide high quality homes, meeting also the defined need within the Borough and sub-region as a whole.

Given the considerations of this statement and the further reports produced in support of this application the proposal would make a significant and positive contribution to the built environment within West Worthing and offers an excellent opportunity to revitalise and improve this seafront site from its currently underused and dilapidated state and regenerate the local area more generally."

DESIGN AND ACCESS STATEMENT

This report describes the site and its surroundings, its historical evolution, the detailed proposals, design development, accessibility, sustainability, plant and servicing and hotel aspiration and reaches the following conclusion:-

"Conclusion

These proposals have been designed to benefit both this part of west Worthing and the town more generally, through the introduction of a high quality proposal that will enhance Worthing's sea front. We believe the existing building contributes negatively to the Conservation Area, primarily

due to the contrived design of the front façade and the very poor rear elevation which has seen many piecemeal additions over the years.

These proposals provide an opportunity to construct a contemporary hotel and apartment block on the Worthing sea front which will provide an unrivalled and high quality facility for visitors and residents alike. These facilities have the potential to attract visitors to the town for business and pleasure, providing a destination of choice that makes the best use of its location and sea views, coupled with excellent on-site conference, health and leisure facilities and discrete car parking, in one central location.

The proposals for both the hotel and apartments have been patiently and carefully designed to compliment their setting, deferring visually to the adjacent listed 'Burlington Hotel' with a well mannered building that is both proudly modern whilst being responsive and sympathetic to its surroundings. The high quality of materials employed will sit comfortably with the local vernacular, strengthening the sense of 'place' and providing a new focal point for the sea front."

DESIGN AND ACCESS STATEMENT ADDENDUM 1

Since the submission of the original planning application, discussions have taken place between the applicant, Worthing Borough Council and English Heritage and as a result of these discussions the applicant has submitted the accompanying statement below and made some amendments to the scheme which are illustrated and explained in this revised Design and Access Statement which arrives at the conclusion as set out below:-

Accompanying statement

"These plans and documents have been updated in response to the detailed comments of your officers, English Heritage and West Sussex Design Commission as discussed within the Addendum to the Design and Access Statement. This document also includes revised photomontages produced to show the benefits of the amendments.

Overall, the design, form and massing of the proposed building has been amended with full regard to comments from all of the above parties, which are discussed in specific response to the English Heritage comments of 28th May 2010.

Whilst we believe firmly that the proposed scheme will result in a development of the highest quality architecture, responding fully to neighbouring development and resulting in a building that will sustain and enhance the Worthing seafront as a whole, the scheme must make financial sense for the applicants to proceed.

The original application submissions included detailed financial analysis of the viability of the scheme as a whole. This information has been reviewed thoroughly by an independent District Valuer (on behalf of Worthing Borough Council) who concludes in their report:-

'The applicants have submitted a full and frank assessment of the proposed scheme.'

And

'In my opinion, the scheme does not reach normal profit requirements and cannot therefore support on-site affordable housing or a contribution in lieu.'

Therefore, the independent financial review of the scheme accords fully with our detailed submissions that the scheme as submitted (without affordable housing or contribution in lieu) does not reach normal profit requirements for a developer. Such results render further reductions in the scale of the development unviable. If numbers of hotel rooms and more specifically the size, layout and number of apartments were to be reduced from the numbers originally submitted the scheme would no longer be economically viable. It is clear from our financial submissions that the residential element enables the provision of the hotel and therefore reducing the scale of the development would result in significant impacts on delivering the first new hotel for Worthing in 100 years.

Therefore, the loss of further accommodation within the scheme will result in a development that is neither architecturally sound, or economically viable, to the detriment of the wider regenerative benefits of the scheme as a whole.

The proposal has been designed to fully respect to the surrounding buildings and amenities of local residents. The project team feel very strongly that the design, scale and form of the proposed development is correct and represents a significant opportunity to revitalise this part of the Worthing Seafront and thus facilitating the wider benefits of regenerating the town as a whole. I therefore request you consider the revised scheme on its individual, though considerable planning merits."

"Conclusion

We believe we have prepared proposals that are responsive to the setting whilst supporting the Worthing 'Vision' for growth.

There should be a balance struck between the heritage aspects of the area and the prime opportunity to improve the social, economic, environmental and architectural qualities of the area. The current proposals take a failing asset (the heritage value of which has been questioned and seen to be suitable for redevelopment) and replacing it with a new and high quality building, that offers a significant new asset for the town (and one that will be commercially viable) and the opportunity to bring a new sense of vitality to the local area.

The proposal should be seen as an evolution of Worthing sea front, a building unashamedly of it's time, but inspired fully by its surroundings, and setting a precedent of high quality architecture and form.

'Thoughtless haste on the one hand and ill-considered imitation on the other have both over the years damaged the fabric of our historic towns and cities. But there is another way, in the form of buildings that are recognisably of our age while understanding and respecting history and context....While firmly of today, they draw intelligent inspiration from what surrounds them and in that sense are rooted in the past. That is true confidence and assurance.' – Building in Context: New Development in Historic Areas - English Heritage/CABE (2001).

The proposals will enhance / develop a 'soft' gateway to the town in keeping with the location of the site related to the local movement network of Marine Parade and Heene Road that leads to the wider district highways system.

The proposals bring significant improvements to the immediate area, particularly Brunswick Road, where it removes the unsightly car park and service facade of the current building and creates a street with enclosure on the southern edge.

In reviewing comments received from EH, WBC and WSDC, we feel the substantial changes made to the scheme maintain the architectural integrity of the development, whilst deferring to the adjacent Listed Building and neighbouring development. The design is of the highest quality which will sustain and enhance the character and appearance of the seafront and hinterland to the wider benefit of Worthing as a whole."

DESIGN AND ACCESS STATEMENT ADDENDUM 2

Following the changes made to the original scheme in the first Addendum as a result of English Heritage's concerns, the applicant has discussed subsequent concerns of Officers and has further refined the detail of the proposal in Addendum 2 in the following ways:-

"Hotel

- *We have removed the chamfers from the windows to the south elevation, emphasising the verticality of the window proportion.*
- *We have re-located the main entrance to the foot of the glass 'tower', improving its status as a main signifier for the hotel.*
- *We have removed some of the glazing at 4th floor level and increased the amount of cladding, thus increasing the visual separation between 4th and 5th floors.*
- *We have increased the amount of glazing to the 5th floor, again to differentiate between the two floors.*

Residential

- *We have removed the cladding and small windows from the 7th floor en-suite to the west elevation and replaced with a continuous ribbon of curtain walling, in order to simplify this area.*
- *We have provided a comparison drawing for the penthouse levels. This shows an alternative form which was discounted during design*

development, comprising a vertical glass façade with projecting balconies. It was decided that these looked like an afterthought and didn't work in a penthouse situation and that roof terraces, located on top of a glass bay to the apartment beneath and articulated as shown in the proposals would be a more elegant solution.

- *We have corrected the model photograph to show the scheme as submitted.*
- *We have provided an additional south elevation drawing which shows the revised proposal alongside the consented extension to The Burlington Hotel.*
- *We have darkened the vertical edges of the projecting balconies to emphasise the verticality of the cut 'slots' and better represent the reflective nature of the material used.*

Penthouse Design

The penthouse levels to the apartment have been designed to respond to the brief of providing usable external amenity space for each apartment over both 5th and 6th floors. Early design exploration examined more traditional 'balcony' treatments, i.e.: a projecting 'shelf' type balcony. However it was felt that the shadow cast by 2m deep balconies would make the penthouse appear 'heavy' and that a flat vertical wall of glazing would appear too unrelenting. The decision was taken to 'model' the penthouse with a series of projecting glass bays, each topped with a roof terrace to serve the apartment above. This led to an undulating wall of glass on the 5th floor, with a 'mirror image' of these projections and set-backs on the 6th floor. The intension is that the penthouse element is architecturally striking, being delicate and 'jewel-like' in appearance.

As previously stated, the penthouse element is not intended to 'disappear', but to be an elegant and well-designed part of the overall scheme, proportionally correct and adding to the composition of elements that make up the whole.

Glass 'vertical element' Design

The glass vertical element that is used to signify not only the vertical break and associated step in floor levels between the hotel and the apartments, but also the entrance to the hotel, is an important detail on the front façade. It is envisaged that spandrel panels will be used to conceal the edges of the floor slabs, using either etched or ceramic backed glass. Again, the detailing of this element will be critical to its success.

Lighting will be incorporated to give visual impact to the scheme during the hours of darkness and further details of this can be found in the Design and Access Statement.

The exact curtain walling system to be used for the penthouses and also the vertical element will be decided on during Stage E (Detail Design), but we would be looking for a high quality system, given the exposed location with low profile transoms and mullions, either expressed or shadow-gap.

Successful detailing during this stage will be critical, along with the selection of an appropriate curtain walling system with subtle connections between materials and we expect and welcome the imposition of conditions to manage this."

TOWNSCAPE ASSESSMENT

The Townscape Assessment considers the context of the site and surrounding area, the proposed scale, massing and design against the character of the area and the report reaches the following conclusion:-

"Conclusion

The proposals have developed a building that responds extremely well to its context, complementing the character and uses of the area, with a contemporary style and massing that indicates a progressive approach to urbanism, in itself reflecting the historical development of this area of Worthing. Creating a level of public use and activity within the development supports the aims of the Town Centre and Seafront Masterplan and when combined with the activity of the adjacent Burlington Hotel would create a local destination and punctuation on Marine Parade.

The uses of the building are appropriate to the area responding both to the planning policies (of the Town Centre and Seafront Masterplan) and the residential nature of the area. The residential and hotel uses should have a positive effect on the area increasing the activity of the area without detracting from the general residential nature of the immediate hinterland. The restaurant and bar will complement those uses of the Burlington Hotel as a local draw from the more vibrant activities of the town centre.

In the seafront setting the development responds well by further enhancing the experience of the Promenade. It strikes a balance between the taller additions of the late 20th century, that tend to be relatively utilitarian in their appearance and the grand Victorian terraces that are rich in architectural detail. The massing of the building responds well to its seafront location without dominating the residential streets to the north of the site and the articulation of the facades creates a suitable response to the rhythm of the Victorian architecture that it sits next to. The balcony details and the proposed lighting scheme to the main glazed element will further enrich the building with it beacon like effect along the Promenade

The height of the building reflects the opportunities of the development without detracting from the surrounding area.

The building matches the height and massing of the adjacent Burlington Hotel through the use of a parapet at the fifth floor (the Burlington Hotel is only four floors but the floor to floor heights of the proposal reflect the current accepted norm and heights of the proposal have created a datum match). Above this parapet there are 2 additional storeys. These have been designed sensitively so that they do not visually detract from the adjacent building heights by stepping them back from the front building line and having a curved 'wave-

form' roof line. They are finished in a grey metal which reflects the colour of the mansard roof of the Burlington and with a significant area of glazing have a lightweight structural appearance. The additional height works well with the aspirations of the site and the Worthing Masterplans, creating a progressive building that is responsive to the complex relations with the neighbouring buildings. The eastern end of the development, across Thorn Road, is a well considered resolution, allowing for a general matching of heights that is indicative of different eras of development rather than being driven by an exact match.

On the junction of Thorn Road and Marine Parade, the proposals make a positive addition to the urban structure. At this point the development has detailed the corner of the building to make a local visual landmark that is in keeping with the building line stepping forward from the terrace to the west (this matches the existing building line). The building returns along Thorn Road and is animated with windows of habitable rooms that face on to the street. This improves on the current situation of staircases and corridors that address this end of the building.

On Brunswick Road, the proposal creates a sense of enclosure to define the street, whilst also removing the existing unattractive view of the rear of the current Beach Hotel. Rights of light studies have been carried out which have informed the height of the new buildings on the south of the road. Locating the building on the back of the footpath is in keeping with the character of the Conservation Area, particularly Thorn Road and for the most part Brunswick Road. The design of the building reflects a contemporary style that responds to the vertical rhythm of the local residential / domestic architecture. The use of the roof space for accommodation is also common through the area having been designed in many of the buildings rather than being later extensions.

Improvements to the public realm could be a positive contribution to the urban environment. Tree planting on Brunswick Road could provide many benefits related to shade, shelter and general street greening which is lacking in the area. Developing a crossing and link across Marine Parade from the hotel could create an 'event' when travelling through the area and act as a local landmark for the area and 'gateway' to the town centre area.

In summary:

The building mass and scale responds to the Seafront location and aspirations of the Worthing Masterplans.

The main mass of the building sits comfortably with the adjacent properties and is generally the same as the Victorian buildings that are central to the seafront character.

The upper levels cannot be seen from much of Brunswick Road and where it can, it provides an improved visual amenity to the existing.

There is good, tangible detailing to the building giving it a human scale without being pastiche in style.

The hotel section responds to the horizontal rhythm of Heene Terrace to the west, with the apartments to the east echoing the vertical rhythm of the Victorian terraces.

The enclosure of Brunswick Road strengthens the residential character of the street.

The public realm improvements will emphasis the building as a local landmark within the urban fabric."

HISTORIC BUILDINGS ASSESSMENT

This report has been commissioned by the applicant and has been prepared by an independent historic environment consultant to trace the development of the site and assess the building's historic interest and contribution to the Marine Parade and Hinterland Conservation Area. The report also charts the origins of the town and its development from Saxon times. It enters great detail of the construction, the interior and exterior features with photograph illustrations and sets out the changes and alterations to the building.

HERITAGE STATEMENT

This report discusses the role of the proposal in the historic urban context within the Conservation Area and in close proximity to two substantial Listed Buildings and reaches the following conclusion:-

"Conclusion

The existing hotel and its adjacent outbuildings towards the north do not, in our view, make a positive contribution to the Conservation Area. Although the overall massing of the existing Beach Hotel is accommodated reasonably well within the context of its neighbours and the Conservation Area, the details of its appearance, and in particular its rather flat, monolithic nature, do not result in a very satisfactory relationship with the adjacent buildings.

At present, the northern edge of the proposed redevelopment site makes a very clearly negative contribution to the Conservation Area. The townscape setting and the urban 'grain' is completely broken in this area, and there is no doubt that major improvements are necessary. The proposed redevelopment brings very considerable benefits in this regard and will undoubtedly become a positive contributor to the Conservation Area.

The present proposal, as developed over a period of some months, thus appears to have resolved satisfactorily a number of the issues that were raised as concerns by other parties, including the Local Planning Authority.

It satisfies the test requirement of PPG 15 by providing a very high quality replacement building within the Conservation Area; and it shows that a striking new work of contemporary architecture can add significantly to the value of the Conservation Area. By careful modulation, articulation and

massing, it successfully mediates between its immediately surrounding buildings; between the series of sea-front blocks to the east, the Listed Burlington Hotel to the immediate west, and the Listed Heene Terrace, a little further west again.

Although we are aware of the recent formal publication of the PPS 5 the requirements of PPG 15 have informed the development of the design to date and have formed a useful guide to this development.

The proposal also acknowledges fully the status of the Conservation Area and adjacent Listed Buildings as heritage assets as recognised by the new PPS (Planning Policy Statement) No. 5. In particular, we believe that it recognises fully the content of paragraph HE7.5 in that it will make 'a positive contribution to the character and local distinctiveness of the historic environment'."

VISUALISATIONS

The document contains a number of computer generated images illustrating how the proposals would appear within the street scene.

TRANSPORT STATEMENT

This report sets out the site and the proposals in a policy context having regard to the location and its general connectivity to non car modes of transport for pedestrians and public transport users.

It considers the site layout and access arrangements and refers to a Stage One Road Safety Audit and Designer's Response which concludes that the development will not reduce highway safety and covers emergency vehicles, visibility, service vehicles, the basement ramp and pedestrian/vehicular intervisibility.

The report also considers car parking provision (35 for the hotel and 61 for the residential) and cycle parking (98 at ground level with 94 being internally secure, and, 27 secure spaces in the basement for hotel and residential use) and servicing arrangements using an off street unloading bay adjacent to the ramp. It states that refuse collection can be carried out from Brunswick Road.

A TRICS assessment has been submitted which demonstrates that the scheme would not lead to a significant increase in traffic on the surrounding road network.

The report reaches the following conclusion:-

"Conclusion

Motion Transport Planning has been instructed by Roffey Homes Limited to consider the highways and transport implications of a proposal to construct a 76 room hotel and 49 residential apartments on the site of The Beach Hotel in Marine Parade, Worthing.

The site location allows residents and guests to access local services on foot, and provides convenient access to sustainable modes of travel, which include a frequent bus service to Worthing town centre and rail services to regional towns and cities.

The proposal includes closing the two existing vehicle accesses and providing anew access to serve the basement car park and off street servicing bay. The provision of the new access will result in the loss of two on street parking bays, which will be relocated within Brunswick Road.

The basement car park provides parking for a total of 96 cars, consisting of 35 bays associated with the hotel (including two bays for the disabled) and 61 bays associated with the residential aspect; in accordance with Worthing Borough Councils maximum parking standards.

Cycle parking is provided for a total of 125 cycles, consisting of 98 spaces at ground level and 27 spaces in the basement, in accordance with Worthing Borough Councils minimum cycle parking standards.

A Stage One Road Safety Audit has been carried out to ensure that the development will not introduce increased hazard.

A TRICS assessment has demonstrated that the proposed development will not lead to a significant increase in traffic on the surrounding road network.

We conclude that the proposals should not be resisted for highways or transportation reasons."

FLOOD RISK STATEMENT

The Flood Risk Statement concludes that a Flood Risk Assessment is not required under Planning Policy Statement 25.

FOUL DRAINAGE CALCULATIONS

The Engineering Consultants have calculated the existing and predicted water flows and have concluded that the increase would not be significant. They recommend that a Section 106 Application (Water Regulations Act) be made to Southern Water to confirm that they can accept the flow to the network.

DAYLIGHT AND SUNLIGHT REPORT

This report examines the impact of the proposals upon the residential amenities of neighbouring properties and reaches the following conclusion:-

"Conclusion

Worthing Borough Council's planning policy seeks to safeguard daylight and sunlight to existing buildings and points to the guidance published in BRE Report 209 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice'.

We have undertaken a comprehensive study of the impact of the proposed development on the relevant rooms in all of the surrounding residential properties. The tests were undertaken in accordance with the BRE Report 209 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice'. The BRE guide gives useful advice and recommends various numerical guidelines by which to assess the impact of development on daylight and sunlight to existing surrounding properties.

In its introduction the BRE guide states that the numerical values it contains should be seen as a guide to help rather than constrain designers. While it provides guidance to designers and planning authorities the BRE Guide makes it clear that its tests should be interpreted and applied flexibly, and not treated as a set of rules to be applied rigidly to each case.

The majority of the fourteen properties tested will satisfy the recommended BRE Guide values for daylight and sunlight. There will be some transgressions, which are summarised below.

Analysis of properties along Brunswick Road show there are some transgressions of the BRE Guide recommendation for daylight distribution, but with good daylight penetration remaining, except where rooms are exceptionally deep. Where impacts on VSC and sunlight do exist they are, in the vast majority of instances, BRE adherent.

Analysis of the properties along Thorn Road show impacts on VSC and daylight distribution are all BRE adherent. Analysis of the predominantly west facing windows shows there are transgressions of the BRE Guide recommendations for sunlight.

Anstey Horne were instructed by Roffey at the concept stage of this project, so that we could work with the consultant team and assist in ensuring sunlight and daylight impacts were fully considered and respected by the scheme design. In order to achieve a satisfactory and viable redevelopment proposal for this important site, some change in height and massing was inevitable and some impact on light has been unavoidable.

However, in overall terms the impacts have been kept to a limited level and in the majority of cases the effects will be minimal with very good levels of light remaining."

SUSTAINABILITY PLAN

This report briefly sets out the measures and systems being considered by the applicant with the aim of meeting the Code for Sustainable Homes Level 3.

CRIME PREVENTION PLAN

This report briefly explains how the scheme has been carefully designed to promote a crime free development

SITE WASTE MANAGEMENT PLAN

This report sets out how the development can be carried out to prevent, minimise, reuse, recycle and dispose of waste. It incorporates charts and matrices as a record of all site materials and is a signed declaration by both client and contractor and retained on site for two years.

PUBLIC CONSULTATION

This statement sets out fully and clearly the extent of the pre-application discussions and public consultation undertaken in relation to the proposals for a new hotel and residential apartments on the site of the Beach Hotel since 2008.

UNILATERAL UNDERTAKING

The applicant has submitted an incomplete draft unilateral undertaking which is being negotiated with Officers, on a without prejudice basis, and the applicant has anticipated that it is likely to include contributions towards education, transport, outdoor recreation and fire and rescue.

FINANCIAL PACK

The applicant has claimed that the economic viability of the scheme is below normal expected profit levels and has submitted a financial pack of documents in the form of an RLF Cost Plan, a Michael Jones Apartment Valuation, a Christies Hotel Report, Budget Spreadsheets and a Roffey Homes Viability Statement to support this claim. The reports conclude that the provision of the hotel within the scheme results in a significant financial deficit and the scheme is only economically viable with the inclusion of high quality residential apartments.

APPLICANT'S LETTER OF SUPPORT (dated 21st December 2010)

"Worthing has not had a new hotel built for over 100 years. Compared to other seaside resorts, the hotel offering is currently limited in its range of offering. All existing hotels suffer from key restraining factors, such as limited or no parking, location, or being compromised within a converted building etc. The Beach Hotel site provides a significant opportunity to provide Worthing with a hotel fit for the 21st century, with all supporting facilities.

The provision of such a facility is of course expensive, and our budget build cost of between £6million - £7million, plus the addition of apportioned land, funding and other costs of £1million - £2million, leads to a cost of providing such a facility at possibly £9million. The expected hotel sales value is between £2million - £3million. There is absolutely no way both in the current and future economic situation that such a facility would be provided without the apartments on the site creating the additional value to support the provision of the hotel.

We have actively sought to make the scheme viable by maximising the potential of the site within the constraints that exist. As you are aware, Roffey Homes have vast experience in developing sites on Worthing seafront and with our appointed team of experts we only produce developments that respond explicitly to the constraints of the surrounding area.

Design, Scale and Massing

The Beach Hotel site is one of only a limited number of unique opportunities on Worthing seafront where an increase in height can be justifiably argued. I accept that in the majority of instances, particularly on the Victorian terraces, that it is only reasonable to look at increasing the height by one storey, like we have done previously on our Warnes and Eardley developments. However the current Beach Hotel is architecturally different from the neighbouring development to the east and west and is located at a defining point between the rendered Victorian terraces to the east and Heene Terrace to the west.

In our view, it is possible to achieve two storeys above the existing general parapet line if designed in a delicate manner and our Urban Design Study very much supports this principle.

Worthing's seafront has an eclectic mix of development heights and forms that characterise its evolution through the 18th, 19th and 20th centuries.

The design, character and form of the buildings along it varies significantly. There are clear variations in the form, mass and height of buildings, such as Augusta Place to the east and the substantial residential developments west of Heene Terrace. It is generally accepted that in this regard there could be said to be a gradual increase in scale as one moves towards the town centre. There are however anomalies in respect of properties that are lower in height than the norm and this once again only adds to the character of the seafront.

Therefore it is considered that to increase the height of development at this point would not be harmful and would indeed add to the diverse character and appearance of the Worthing seafront. The development is considered to defer fully to the scale and form of the Burlington Hotel and properties to the north and east of the site. It is our view that the scheme will enhance both the setting of the Listed Building and Conservation Area more generally.

An increase in height should not be seen as harmful in its own right and with careful and high quality design as shown in this development the additional height will only add positively to the architectural quality of the seafront.

The increase in height should also be considered in respect of the focus it is trying to draw in respect both of the new hotel and apartments. Without such height and massing the building could indeed blend into the hinterland to the severe detriment of the regenerative benefits such a development could achieve for the town as a whole.

The predominant use of glass and partially recessed balconies to the set back penthouse levels creates a visually lightweight but interesting extension above

the parapet with balconies. As our architect has shown, any other form of detailing to the balconies on the south elevation of the penthouses would lead to a far heavier detail which we would not be happy with and would not achieve the success of the current scheme.

On the subjective matter of design, Roffey Homes were initially hesitant about the proposal by our architect to treat the building in a contemporary manner. Some of our local agents had similar comments. However over time we have all become totally supportive of this approach. A big reason for this stems from what occurred to the old terrace that existed on the site in the early 1930's. The Farnes family had just purchased the remaining units and embarked on a hugely ambitious renovation project that opened up the building and changed the front of the building to a new, art deco façade. This was extremely contemporary at the time, but it created a clear impression of Worthing progressing forward, particularly after the years of depression. The Farnes family were visionary and the hotel flourished.

We have drawn inspiration from this and in many ways our proposed development reflects the same situation that they were in creating a development of its time. Additionally, the architects have used various techniques to 'soften' the contemporary appearance, making it welcoming through the use of a variety of important architectural details. Ultimately, Roffey Homes would not support a design approach that risked alienating our market.

Loss of Light and Amenity

This issue has been explored in depth with the appointed consultants Anstey Horne from the original conceptual stages of development. Their considerable input has shaped the height, layout and massing of the proposal in order that it has the minimum impact on residential amenity, whilst remaining true to its architectural concept.

The Anstey Horne report evaluates the impact on each of the effected properties directly to the north and east of the application site, providing an appraisal of the impact on the reduction in vertical sky component (VSC) and Daylight distribution as well as Annual Probable Daylight Hours (APSH). It must be noted, that the arbitrary level of 0.8 their former lighting level indicates that a reduction will be 'noticeable', however does not state that such a reduction is harmful. (Para 5.3 Anstey Horne Report)

In relation specifically to the APSH it should be noted that the assessment details each window pane and not entire windows and therefore where one window fails the test another could easily pass. It is therefore difficult to assess a whole bay for example in respect of this test. Furthermore, one must also consider that in assessing APSH for individual rooms there are only transgressions for specific windows and not the entire unit.

The Anstey Horne Document provides a detailed analysis of the effects of the development on both VSC, Daylight Distribution and APSH indicating clearly that there are justifications to support any reduction in amenity which cannot

be objectively defined. This is particularly pertinent in respect of 122 Marine parade, where the transgressions are arguably disproportionate by reason of the westerly aspect of some of the rooms which limits sunlight to half of the day's potential.

Furthermore, both at ground floor level and above it is noted that windows to the ground floor of this property are usually obscured by a variety of blinds, curtains etc which you would expect of such property directly abutting a pavement/right of way in order to protect the resident's privacy.

It is therefore considered that residents of these properties would not be able to readily discern the change in light levels to their property by reason of the light levels currently experienced with the presence of curtains, blinds or nets at the windows. No daylight or sunlight testing takes into account this type of material consideration and responds only to a clear glass window situation. In this case I am of the view that the presence of such intervening paraphernalia would have a significant and material impact on daylight levels within these properties to a level where the reduction in daylight or sunlight associated with this scheme would have less impact on the residents thereof. This is a material consideration which must be given due weight in the consideration of this aspect of the scheme.

It is also worth noting that all the surrounding roads are narrow and the 3 storey properties built right onto the pavements. By nature of their design, daylight and sunlight are restricted. Residents would not choose to live here with light being their key requirement, as they would choose other properties or locations with wider streets, front gardens or balconies.

Ultimately in respect of this issue Worthing Borough Council must assess these minor impacts against the many and significant positive planning considerations involved in this specific case.

<u>Positive benefits of the proposal</u>

The scheme will bring large benefits to both the neighbouring properties and wider area. The provision of a high class, well maintained development will significantly enhance the surrounding area and improve the outlook for our neighbours against the very poor existing outlook of barb wire topped precast walls and obscure glazed kitchen windows and extraction units.

The control of commercial deliveries to the rear of the site will also reduce noise and disturbance to neighbouring residents. The upgrade of the streetscene and the Section 106 developer contributions will also bring further benefits. This can be proven by the wider benefits that our Warnes and Eardley developments have and will further bring to their neighbouring streets and the immediate seafront. Such developments create a positive domino effect and it is hoped that Roffey Homes and Worthing Borough Council can again work together on this stretch of the seafront as they have done so at Splash Point.

The regeneration benefits to tourism in Worthing, to the seafront and to local employment are huge and cannot be underestimated as set out in the Council's own Regeneration Strategy and Tourism policies. 'A co-ordinated, forward-looking approach to regeneration is what will allow the town to thrive and develop whilst maintaining and enhancing its distinctive character'.

(A Shared Vision for Worthing; Worthingregeneration.com)

The Vision for Worthing is a town that fulfils many roles:
***A Living Town** – a place where people will want to live, work, invest and visit*
***A Sustainable Town** – a place that will meet current and future needs*
***A Well Connected Town** – improved accessibility and linkages*
***An Inclusive Town** – a place with something for everyone*
***A More Competitive Town** – a dynamic economy and a competitive retail and business centre*
***A More Attractive Destination** – an enhanced tourism and leisure offer*
***A More Attractive Town** – a high quality environment with a good range of facilities*
***A Town Which Looks To The Future** – whilst respecting its heritage*

It is considered that the proposed redevelopment of the Beach Hotel meets each of the above vision statements and will deliver a scheme that offers significant regenerative benefits for the town as a whole.

Probably more important is what the future loss to the town would be in not redeveloping the site, and the perception of the town just retaining its old fashioned converted seafront hotel properties.

Financial Viability

Finally, we have provided you with a full financial breakdown of our development feasibility. This has been independently reviewed by the District Valuer and he has agreed that the scheme cannot support any affordable housing. However of more importance is the confirmation by the district Valuer that the development is right on the threshold of failing viability tests for not only ourselves but also our funders. The District Valuer has made two crucial errors in his report and additionally there are two extremely important factors to bear in mind on his figures.

His first error is that he has used a land value based on his valuation of the current hotel. We strongly disagree with this theoretical approach, as the reality is that the land value under the scheme as presented to you is £3.75m. In the first instance no hotel owner would enter into contract to sell their hotel for redevelopment on the basis of no uplift. Additionally, the District Valuer has not allowed for any development value to the parking area at the rear of the hotel. Secondly, he has used a value of £3million pounds for the sale of a lease of the hotel. Christies, our expert hotel consultant, very much disagree with this and, based on the risk factor of a new hotel, have worked on the basis of a higher yield which gives a value of only £2.4million.

The two other factors are that he has confirmed that the funding costs we have used are low. There are a number of reasons for this but it is vital to point out that the site would not be developed by another developer with a higher level of debt, particularly in the current economic situation. Lastly, we would also point out that he has based his hotel sales figure on the highest possible value attributable to the hotel element and based on a mature hotel which has a number of years of trading. We used this figure in our calculations to prove to you that even at the highest level of return the scheme is only just viable. The freehold purchase of a new hotel by a hotel operator is unlikely as the normality is currently for lease or management contract agreements.

In conclusion, this development has been very carefully designed over more than 2 years to respect the location and its neighbours, and bring huge regenerative benefits to both the surrounding and wider area. Many neighbours and interested parties who attended our two public consultations were extremely supportive of our proposals and this reflects the very low number of objections to the scheme.

We have worked very closely with you and your consultees in creating a scheme that Worthing can be proud of. The clear fact of the matter, as independently confirmed, is that the scheme is on the cusp of financial viability. The two upper floors of penthouses are absolutely necessary to make the scheme viable, as they are the financially critical due to their real estate value commanded through their size and location. Any loss in the number of apartments will stop this development from occurring, to the detriment of the towns regeneration strategy.

I hope therefore that you will be able to consider the application favourably. "

4. CONSULTATIONS

English Heritage comments on the original proposals as follows:-

"Summary

We have noted how the proposals have evolved since our meetings and initial response last year. We must reiterate that the case for the loss of the existing, is a matter for the Local Planning Authority but that this will need to carefully consider the new PPS5 and accompanying advice – a value based assessment of the existing could usefully be supplied as part of the Heritage Statement. Any replacement of the existing will need to enhance the character of the Conservation Area, our main area of concern lies with the frontage, we believe the changes made since our letter and discussions do not yet address our concerns sufficiently, we consider the upper levels of the proposed require substantive changes.

English Heritage Advice

The location is at a critical point where it forms a group with the Listed Burlington Hotel in the western approaches to the main seafront. The range of frontage buildings in this stretch of marine Parade run for the most part, from the Heene Terraces eastward forming the sea facing edge of the residential seafront suburb, only the relatively modern 8 storey block, in our view, a contextual mistake, generally alters this scale and character. We do not disagree with the applicant's statement that the Beach Hotel is rather different to the buildings in this stretch, however, its overall height is not clearly out of step with the prevailing form here.

We remain unconvinced by the upper floor proposed areas of the scheme. While we welcome the enclosure of the east end of the design, there remain reservations regarding the likely views from the oblique east and west and the beach area. The off centre 'vertical' element too is the key link between the hotel and residential uses and the fenestration patterns of the façade. We consider this needs reduction in height and considerably better handling – combined with the upper floors, it appears much too busy at high level and incongruous, particularly seen from the east obliquely, walking east, from the Heene and the beach. We note the top 'box' element is shown as a void on the plans, we assume for plant purpose but it is not clear.

The west side of the vertical section of the proposal deals well with three floors, but the glazed element of the 'roof level' would sit more comfortably if both set back from the main façade and, cut back from the east edge parapet a further 1 metre. However, the next level, floor 6, is more problematic. This sits visually above the Burlington and is too dominant, the likely insertion of an extension to the Burlington (another application) needs to be considered in relation to this. Any floor 6 here should be both cutback and set back so that it is much more recessive than is seen in view.

The eastern side of the scheme now rises well above the adjoining seafront ranges of terraces, the sixth floor is too forward to appear as a convincing recessive roof component, and the fifth floor would better assist the scheme if set back 1 metre; notwithstanding this, the sixth floor above looks overly deep in comparison, this upper level, unfortunately, appears as a continuous horizontal glass slab. The seventh floor exacerbates the visually rather unconvincing ensemble of upper floors above the entrances.

We consider that the loss of the sixth and seventh floor, and the cleaner lines that could result, would assist the scheme; the accommodation might in part be added to the rear terraced development overlooking Brunswick Road, provided the upper floor was more deeply recessed than currently proposed.

Overall, we consider that proposals require substantial changes at the upper floor levels of the proposal, we therefore consider the applicants should be urged to re-examine the accommodation needs and to simplify the vertical element of the scheme which appears currently unresolved and inelegant.

Recommendation

We do not consider the current scheme should move forward positively. If the proposals were to remain unchanged, we have little choice but to recommend the rejection of the proposals."

***English Heritage** has responded to the revisions in the Design and Access Statement Addendum (the changes were made to address English Heritage's criticisms) as follows:-*

"....we continue to regret the building being so high but would not wish to intervene further....."

West Sussex Design Surgery in January 2010 at pre-application stage made the following comments to the draft proposals at that time:-

"The project was discussed under the following broad headings:-

1. Roof Profile

The east (side) elevation of the penthouse has been moved back around 2.5m from the east elevation's main façade, and the penthouse roof overhang has been reduced. The south east corner of the proposal has been strengthened and there is more visual interest with is a positive step forward. It is appreciated that the penthouse is required for the financial viability of the project and has to be kept. The appearance of the top two floors had been an issue in terms of the view of the south east corner of the building as seen from the eastern approach along Marine Parade. The revised 3-D views indicated a marked improvement. The view is from the promenade to the south side of Marine Parade. It was agreed that a further view be prepared from a viewpoint on the north-side pavement from the east to judge how the building and the roof form would impact visually on approach. It was suggested that the building to the east of the site in the perspective view should include more contextual detail. (Note – the wave-form roof was not the main issue here).

Discussion here raised the issue of the benefit of producing medium and longer views of the proposal from both directions along the seafront.

2. Marine Parade Elevation

It had been agreed that the western (hotel) element would need a horizontal emphasis (to respect Heene Terrace) and that the eastern (apartments) element would need a vertical emphasis to reflect the block to the eastern side of Thorn Road. The apartments vertical emphasis was not improved, including the raised ground floor level, however it was suggested that the appearance of the elevation to the hotel side still needed greater horizontal emphasis. Consequently, it was suggested that this may be improved by splaying the 600mm reveals to reduce the width of the spaces between windows (windows can remain the same widths). If adopted, this would also result in better views from the hotel rooms.

2a. Ground floor elevation – apartments. It was accepted that having external 'front doors' (a previous suggestion) was only one way of resolving the previous schemes lack of relationship with the street. The revised verticality – which now extends down to the ground floor – has largely resolved the issue of creating a rhythm at this level and there is a far better relationship with the street.

2b. Central 'lower' element. The hotel entrance has now been widened and is to the left hand side of what reads as vertical stair tower, although it accommodates hotel rooms above ground floor. It was agreed that the detail of the floors above the entrance (the glazed area) would be reviewed.

2c. Listed building on corner of Marine Parade and Wordsworth Road. Discussion took place regarding the relationship of the new building to the listed building adjacent. English Heritage had concerns on this issue. The former scheme had a stronger parapet line and chunky mansard windows – now replaced with glazing. There is still the possibility of EH's concerns regarding the height relationship between the proposal and the listed building/conservation area. It was suggested that the upper two floors be set back as one option to resolve this and more glazing introduced to the return elevation to give a lighter feel.

3. <u>Overall height of proposals</u>

It would be helpful if the proposed elevations were also to show the profile of the existing buildings on the site. This could be a simple overlay.

4. <u>Buildings to rear (Brunswick Road)</u>

The design development had been primarily improvements to the south and east elevations. Few changes had been made to the layout since the previous session and the drawings do not yet show openings.

It was suggested that the layout could be improved by grouping negative elements together, i.e. to move the substation and screened refuse collection areas to the vicinity of the car park access ramp. This would create the potential to improve the design of the block as it turns from east elevation (Thorn Road) to north elevation (Brunswick Road). The treatment of this area opposite the public house would benefit from having an active frontage rather than one that would likely be bland. Building up to the back edge of the pavement rather than having a fenced 'amenity' area/strip would make better use of the site area.

In terms of use of the northern part of the site it would be better (subject to other constraints) to continue residential development, preferably in the form of terraced housing (perhaps with small rear gardens), around the north east corner of the site, and to produce an elevation that would relate well with the north side of Brunswick Road and effectively 'mend' the street façade. Replacing hotel room uses by housing might possibly be problematic regarding daylighting to the houses, but could be overcome if necessary, by having living rooms at first floor level and bedrooms at ground floor level and

perhaps interesting cross sections. Whatever use is proposed it is important to maintain the urban grain evident along the northern side of this street and to 'turn the corner' (Thorn Road/Brunswick Road) in a positive manner. Resolving the change of scale around this corner also poses some interesting questions."

The **Planning Policy Manager's** comments are as follows:-

"The main saved policy issues from the 2003 Local Plan that are relevant to this application are:-

BE1: Good standards of design and materials
CT3: Seafront environment
TR9: On site parking provision

Emerging Core Strategy

Policy 3: Providing for a Diverse and Sustainable Economy
Policy 5: The visitor economy

The Worthing Core Strategy has completed its Examination in Public in which it was tested for soundness by an independent Planning Inspector. Although the final binding report by the Inspector is not due until February 2011 the Council feel confident that the document will be found sound. Hence, it is felt appropriate that the policies in the Core Strategy carry sufficient weight to provide a strategic input into this application.

The Core Strategy has highlighted the fact that there is a need for more higher quality hotel bed spaces in Worthing and the overall improvements would add to the quality of Worthing's hotel stock.

Policy 5, the Visitor Economy outlines this aim:-

'The retention, upgrading and enhancement of existing visitor attractions and visitor accommodation to meet changing consumer demands will be supported.

The Council will support suitable new tourist and leisure facilities, with a particular focus on the town centre and seafront area. The aim is to enhance the visitor offer to support the regeneration of the town and help to reduce seasonality.

The Council will work with partners to support the role of the arts, creative industries and sustainable tourism sector in creating a modern and exciting environment that will attract more visitors to the town.

The existing stock of visitor accommodation will be safeguarded unless:

- *It is demonstrated that the loss of some bed spaces is the only way of improving the standard of the existing accommodation*

- *Having undertaken an assessment of viability it is accepted that the current use is non-viable. If this is the case, alternative tourist/leisure/visitor uses would need to be considered before a non-tourism related use would be accepted*
- *Alternative uses will be considered on the basis of whether they enhance the role of the visitor/tourist economy and vitality of the seafront and town centre area'*

Policy 3, Providing for a diverse and Sustainable Economy is also clear in its aim in:

'Delivering sustainable economic growth by ensuring that the right conditions are created.

This will be done by:

- *Identifying sufficient sites in sustainable locations to provide for a range of employment space to meet the needs of current and future business needs*
- *Supporting the development of tourism, leisure and creative industries with particular emphasis on the town centre and seafront locations'.*

This application would comply with the policy aims of the Core Strategy. The site retains its primary use of providing high quality visitor accommodation but it will provide a more modern and flexible use of space in a highly visible and economically important area of Worthing."

West Sussex County Council comments as follows:-

"*Highways*

The proposal in essence proposes the replacement of the existing hotel with a similar sized facility but with improved facilities for guests. This current application proposes also an additional 49 units on the site, along with basement car parking. Viewed against the DfT thresholds, it is perhaps debateable whether either scheme, if coming forward separately and independently, would strictly require a Transport Statement/Assessment to review the implications of the proposal upon the highway network. Notwithstanding the fact that the hotel is a replacement, it would have still be appropriate for at least a Transport Statement to have been provided exploring issues arising from this joint residential and hotel proposal, such as access to the basement, servicing arrangements, parking requirements, and accessibility by sustainable modes. It would still seem appropriate for a Transport Statement to be provided to answer the points below along with considering other matters relating to this proposal.

It would also be appropriate for a Stage One Safety Audit and Designers Response to be provided to support the access arrangements of this proposal.

The following comments, which may be subject to change following the undertaking of the Safety Audit, would be offered in respects of this proposal.

The site has an existing vehicular access from Brunswick Road, which presently serves a ground level car park comprising of 40 spaces. It is understood that all servicing takes place from this access, which is protected by way of existing no waiting at anytime restrictions. It is proposed that this access is closed and a new access formed a short distance further west. This access is to enable vehicular access to the basement car park (96 spaces) and a ground level loading bay. It would be appropriate for the achievable level of visibility (both vehicular and pedestrian) to be detailed as it is duly appreciated that visibility may be restricted by the retaining wall of the access ramp (to the west), the frontage of the new development (to the east) as well as by parked vehicles. Consideration would be given to the likely low traffic and low speed nature of Brunswick Road, but the access does still need to be assessed.

The proposed access does also conflict with residents and visitors parking bays that are controlled by way of a Traffic Regulation Order. Alterations will be required to the existing TRO, which will in essence require the existing residents parking bays to be swapped with the existing no waiting at anytime restrictions. It would appear that no parking bays would be lost through the relocation of the access. No in principle issues are therefore anticipated. It is though important that the Applicant confirms that no residents parking bays will be removed as a consequence of this proposal. The removal of any parking bays in this location is unlikely to be supported given the existing pressures that exist within this part of the Worthing Controlled Parking Zone. As stated above, the access works will need to be subject of a Stage One Safety Audit.

In connection with the above point and with reference to the loading bay, it would be appropriate for swept paths to be provided to demonstrate that the loading bay can be accessed. This is raised as Brunswick Road is narrow and parking takes place directly opposite the access, hence the swept path of a large vehicle may be restricted and any turning movement may not be possible without resulting in an encroachment on adjacent parking bays.

It is noted that there are environmental improvements included on Brunswick Road, Thorn Road and Marine Parade. These improvements take the form of kerb build outs with planting. Whilst the function of these features is appreciated, the provision of these would result in the loss of on-street residents parking bays. The loss of any parking bays in this part of the CPZ would most likely be resisted, thus it is suggested that these improvements are removed from this scheme and pursued independently of this planning application, or that more suitable improvements are pursued that do not result in the loss of on-street parking.

With regards to parking provision, a much similar parking provision is proposed for the proposed hotel that exists currently and the WSCC Parking Standards permit a maximum of 1 space per bedroom. It would be expected for the existing hotel to result in some use of spaces within the CPZ, it seems

reasonable to expect that this would continue as a consequence of this proposal. The parking provision for the residential units equates to 1.2 spaces per unit. The parking provision for both the hotel and residential units is within the WSCC Parking Standards. The Planning Authority may wish to consider any potential impact arising from this proposal upon on-street parking.

The site is accessible by sustainable transport, with Worthing town centre, which provides a range of retail facilities and termini for passenger transport, a short distance to the east. Some guests at the hotel may arrive by sustainable means although it is perhaps expected that the majority may arrive via private car or possibly taxi. For the residents of the flats, the location of the site does promote the use of walking and cycling, with there being high quality routes in the vicinity of the site.

A Travel Plan Statement does seem appropriate to cover the proposed hotel (guests and staff). Given the close linkages and shared facilities with the residential use, the Statement could equally and where appropriate be extended to cover the residential uses also. The TPS should be secured via condition.

A construction management plan would be sought via condition as a number of vehicle movements would be expected with both the demolition, excavation of the basement and subsequent construction phases. This plan should consider construction traffic routing given the confined nature of the adjoining road network and whether any temporary measures would be required to facilitate construction. As necessary the Developer may wish to liaise with the Area Engineer and Local Traffic Engineer based at Clapham Common to discuss and agree matters relating to construction traffic.

As the proposal involves the construction of a basement, which will retain the public highway and is within 3.66m of the highway, the Developer is required under the provisions of S167 of the Highways Act 1980 to seek approval from WSCC to construct the retaining structure.

The County Council requires the developer to apply for Approval in Principle by following the procedure set out in BD2 of the Design Manual for Roads and Bridges in order to comply with the requirements of the County Surveyors Society code of practice for checking of highway structures and the Roads Liaison Group Code of Practice "Management of Highway Structures".

Contact details as included on the application form have been passed to Amey's Consultants who act on behalf of WSCC in order that the Approval in Principal procedure can commence. Amey will contact the Designer to discuss the approval process and influence the design accordingly where this may affect the public highway.

The Designer will then need to provide Amey's with complete details of their design, Approval In Principle (AIP) documentation and a Design and Check Certificate, together with supporting documentation and certification by the designer that the structure has been designed in accordance with the AIP

documentation as laid out in BD2 of the Design Manual for Roads and Bridges.

It will be necessary for the Developer to enter into a legal agreement to protect the interests of the Highway Authority, and to ensure that all our requirements are satisfied.

WSCC will require, prior to occupation:-

- *written certification from the Developers contractor that the structure has been built in accordance with the approved plans and specification,*
- *a Health and Safety file,*
- *a maintenance manual*
- *'as built' drawings.*
- *Reimbursement of the County Councils reasonable costs accrued in approving and inspecting the structure*

The above requirements will be secured through the legal agreement along with other provisions, including those for inspection and maintenance. Conditions and informatives would be required in connection with the retaining basement structure.

In principle, there would be no significant concerns relating to this proposal. There are, however, elements of this proposal that do require further consideration in regards of highway impact. It is suggested that this proposal is reviewed by way of a Transport Statement and the above issues as mentioned above answered within this document. A Safety Audit is also required as per the WSCC Safety Audit policy.

Archaeology

The following advice has been provided by the WSCC Principal Archaeologist. Having checked the HER there are no indications of archaeological settlement evidence or artefacts in the immediate vicinity and given the proximity of the application site to the sea (even allowing for the process of marine transgression taking the shoreline further inland since the prehistoric period it is still likely that this would have been an unfavourable location for settlement). Taking into account also the footprint of existing structures on this site, it is not considered that an archaeological recording action (covered by planning condition) is necessary on this occasion.

Infrastructure Contribution Requirements

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.

Planning obligations requiring the above money is understood to accord with the Secretary of State's policy tests outlined by the in the ODPM Circular 05/2005 Annex B.

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 49 Net dwellings and on the basis of an increase in an additional 69 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(s) connected to adequate supplies of water for fire fighting. It should also include suitable access for fire brigade vehicles and equipment.

Deed of Planning Obligations

a) *As a deed of planning obligations would be required to ensure payment of the necessary financial contribution, the County Council would require the proposed development to reimburse its reasonable legal fees incurred in the preparation of the deed.*

b) *The deed would provide for payment of the financial contribution upon commencement of the development.*

c) *In order to reflect the changing costs, the deed would include arrangements for review of the financial contributions at the date the payment is made if the relevant date falls after 31st March 2011.*

d) *Review of the contributions towards school building costs should be by reference to the DfCSF adopted Primary/Secondary/Middle school building costs applicable at the date of payment of the contribution and where this has not been published in the financial year in which the contribution has been made then the contribution should be index linked to the DfCSF cost multiplier and relevant increase in the RICS BCIS All-In TPI. This figure is subject to annual review.*

e) *Review of the contribution towards the provision of fire service infrastructure (fire stations) should be by reference to an appropriate index, preferably RICS BCIS All-In TPI. This figure is subject to annual review.*

Recent experience suggests that where a change in contributions required in relation to a development or the necessity for indexation of financial contributions from the proposed development towards the costs of providing service infrastructure such as libraries is not specifically set out within recommendations approved by committee, applicants are unlikely to agree to such provisions being included in the deed itself. Therefore, it is important

that your report and recommendations should cover a possible change in requirements and the need for appropriate indexation arrangements in relation to financial contributions.

Please ensure that applicants and their agents are advised that any alteration to the housing mix, size, nature or tenure, may generate a different population and thus require re-assessment of contributions. Such re-assessment should be sought as soon as the housing mix is known and not be left until signing of the section 106 Agreement is imminent.

It should be noted that the figures quoted in this letter are based on current information and will be adhered to for 3 months. Thereafter, if they are not consolidated in a signed S106 agreement they will be subject to revision as necessary to reflect the latest information as to cost and need.

In conclusion, further information would be required on highway grounds prior to WSCC Local Development being able to fully support this proposal.

The following represents the sum total of contributions required by the County Council:-

S106 type	*Monies Due*
Education - First	*£19,725*
Education - Middle	*£22,224*
Education - Secondary	*£29,722*
Education - 6th Form	*No contributions required*
Libraries	*No contributions required*
Waste	*No contributions required*
Fire & Rescue	*£978*
No. of Hydrants	*TBC*
TAD	*£61,290*
Total Contribution	***£133,939"***

The **Executive Head of Health, Housing and Community Safety** recommends the imposition of conditions in relation to sound insulation for plant and machinery before the use commences; a limitation on the hours of construction; a scheme for dust suppression during demolition and construction; details of ventilation and extraction and the investigation of potential contamination.

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

Potential Contamination

In this instance, we have made the decision not to provide detailed site-specific advice of comments with regards to land contamination issues. This decision has been taken using a risk based approach.

Whilst we will not be providing specific advice on controlled waters for this site, it is recommended that the requirements of "Planning Policy Statement 23 – Planning and Pollution Control (PPS23), Annex 2: Development on Land Affected by Contamination: are followed. This means that all risks from contamination need to be identified so that appropriate action can be taken. Therefore, in completing any site investigations and risk assessments the applicant should assess any risk to groundwater and surface waters from contamination which may be present and where necessary carry out appropriate remediation.

In making our response we have only considered issues relating to controlled waters. Evaluation of any risks to human health arising from the site should be discussed with the Environmental Health Department.

Demolition/Sustainability

Due consideration should be given to the possibility of reusing and/or recycling materials produced as a consequence of demolition. All waste must be disposed of by an appropriately licensed carrier and taken to an appropriately licensed disposal site under the relevant Duty of Care Waste Regulations.

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 surface waters (bodies of water that are above ground, such as rivers, lakes and streams), 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.

Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from parking areas and

hardstandings should be passed through an oil interceptor with an overall capacity compatible with the site being drained.

Information for identifying what size and type of separator is appropriate can be found through our Pollution Prevention Guidance (PPG) note 3."

The **Housing Manager** raises no objection.

The **Crime Prevention Design Adviser for Sussex Police** comments as follows:-

"The location falls within an average crime risk area when compared to the rest of Sussex and although I do not identify any major concerns with the proposal, I was disappointed to note that the design and access statement submitted in support of this application, failed to mention a single reverence to the crime prevention measures considered in the design and layout. Guidance on Information Requirements and Validation (CLG 2010), Section 6, Paragraph 132, states, 'PPS1 makes clear that a key objective for new developments should be that they create safe and accessible environments where crime and disorder or fear of crime does not undermine quality of life or community cohesion. Design and access statements for outline and detailed applications should therefore demonstrate how crime prevention measures have been considered in the design of the proposal and how the design reflects the attributes of safe, sustainable places set out in Safer Placed – The Planning System and Crime Prevention'.

I now have had the opportunity to examine the detail within this application and in an endeavour to reduce the opportunity of crime and the fear of crime I offer the following comments.

Access control is going to be the crucial factor regarding the security of this project, both for the hotel and the residential element. Signage will be very effective in directing visitors/guests to reception, minimising access to the public by using the reception area as the main focal point. The management will need to control access to proposed access/egress routes. The aim should be to restrict and control access to staff who need to use those routes. Consideration should be given to a biometric system, so that the person is recognised and not the card. This will give a genuine audit trail for all staff showing where and when they have been within the hotel complex on any given day. This system should include guests rooms.

The car park will need to be controlled both for guests as well as residents.

With regards physical security:-

- *Ground floor glazing to be laminated with all ground floor and easy accessible windows to conform to BS 7950, be laminated and if openers have restrictors fitted.*
- *Fire escapes should be devoid of any external furniture and be alarmed back to the security office. There should be signage displayed,*

warning of the consequences of using a fire door other than in an emergency.

- *A CCTV system should be considered in reception areas, corridors, parking and communal entrances.*
- *The individual front doors to each apartment should accord PAS024 and any glazing including sidelights to be laminated, have door viewers and security chains fitted. Any external outward opening doors would benefit from hinge pins.*
- *For further information on secure cycle stores, I direct the applicants attention to www.bikeoff.org/design_resourse*
- *Finally lighting will be an important consideration for the whole development and professional advice should be sought from a lighting engineer. It may be useful to consider adding white pigment to the cement mix for the lower ground floor car park. This will reduce ongoing maintenance costs as well as reducing the number of lighting units required."*

The **District Valuer** has been consulted on the proposals and has carefully examined the confidential and detailed financial statements provided by the applicant in respect of viability based on disclosed land purchase price, building costs, fees and infrastructure contributions and expected values for the residential apartments and the hotel. He concludes that the scheme does not reach normal profit requirements and cannot, therefore, support on-site affordable housing or a contribution in lieu.

The **Tourism Development and Marketing Officer** supports the application and states that the Hotel and Visitor Accommodation Futures study in 2008 identified the potential opportunity for improved quality accommodation possibly with spa facilities. She comments that the loss of bed spaces would be compensated for by the improved quality.

5. REPRESENTATIONS

Eighteen letters of representations have been received from residents of Milton Road, Marine Parade, Thorn Road and Brunswick Road as well as from residents further afield in other parts of Worthing.

i) Worthing is desperately in need of regenerative schemes such as this. The existing building adds nothing to this part of the town and its replacement, with a modern and interesting building, will inject much needed vibrancy into Worthing.

ii) The seafront has long suffered from a lack of the grand view, unfulfilled screen and speculative development. These include the West Worthing Resort Scheme, two hotels between the wars and post war suburban type houses with little style and an assembly of apartment blocks including the recent and Warnes and Eardley hotels, Marine Gardens and Sea Place. The result is a conglomeration of disparate architecture whereas there could have been an attractive range of retained Regency and Victorian terraces.

iii) The current proposal is not unreasonable but given the chequered history of hotel businesses in Worthing which is still occurring, is a deluxe hotel the best choice?

iv) Heritage buildings have been sacrificed to modernisation and there has been a rapid decline in quality shopping contributing to a rather down market image.

v) The proposed buildings are too high and bulky and the high density is of concern.

vi) The design is at odds with surrounding buildings and its location. They would overwhelm the modest period houses in Brunswick Road, Thorn Road and the Burlington and pay little respect to the architecture of Heene Terrace or the seafront or the Conservation Area.

vii) The design looks unbalanced, lacking cohesion by its dual purpose.

viii) It will create increased noise, pollution, obstruction and inconvenience for the existing residents during construction and after completion.

ix) The extra traffic will add to the road hazards in the area.

x) The penthouses sit uncomfortably on the front elevations, their glass structure looking out of kilter with the main design. With the prevailing wind hitting Worthing with increased velocity and power, and being salt laden, there could be doubts about their ability to withstand such conditions.

xi) The infrastructure will have to cope with a huge increase in demand from a substantial influx of users. Water is a particular concern with the rate of flow into the public sewerage system added to a risk of flooding and unpredictable rainfall.

xii) The development should be strictly limited to a replacement hotel with controls over its height and bulk, designed to harmonise with neighbours and enhance the appearance of the seafront.

xiii) Houses in Brunswick Road will be gravely affected by reduced light. These properties have a right to light which should not be reduced by more than 20% but the applicant's study shows that light to a main living area at the front of the house will be reduced by 51%.

xiv) Nos. 7 and 7a Brunswick Road won a Distinction in Building Award in 2003 but these are now set to be overshadowed by nine 3 storey terraced houses which will not be in sympathy with the street.

xv) There would only be 96 spaces for a 76 room hotel, nine houses and 49 apartments which leaves a shortfall of 38 spaces without including casual visitors. There is already the Brunswick pub, Imperial China Restaurant and Burlington Hotel which have no parking facilities and rely on parking in Brunswick Road and the surrounding area. In addition, there would be 13 new rooms at the Burlington and 16 new flats in Rowlands Road which results in some 67 extra vehicles vying to park in a desperately overcrowded area. Even the proposed tree planting in Brunswick Road will reduce the number of on-street parking spaces. Further conversions to flats in the area will exacerbate this situation.

xvi) Brunswick Road residents should not put up with the level of disruption from construction site traffic including the removal of vast amounts of demolition materials and spoil which will increase the noise for residents in the mornings, evenings and weekends.

xvii) Residents in Brunswick Road are concerned that the peak excavation of the site close to their properties will result in damage.

xviii) The development will overshadow properties in Milton Road.

xix) The design is sterile and unimaginative with no significant features other than glass and rendering and does not compare favourably with Heene Terrace, the Burlington and the flats to the east of the site.

xx) The design is not in-keeping with the Marine and Hinterland Conservation Area.

xxi) There is a consistency of appearance with no buildings of significant height between Heene Terrace and Augusta House and the proposed building would completely dominate the seafront in a different style and detract from the existing fine buildings.

xxii) The proposed building far exceeds the existing one by three additional floors.

xxiii) The proportion and composition and relationship to the surrounding buildings in a wider context should be considered.

xxiv) Local residents already have to park many streets away due to lack of parking availability.

xxv) The proposed restaurant will attract vehicles and add to the congestion of the area.

xxvi) There is no provision made for the workmen and their vehicles.

xxvii) The existing building does need modernisation internally but there is no need to demolish it.

xxviii) Properties in the area were flooded into year 2000 as a result of heavy rain because the drains cannot cope.

xxix) There are already problems with a lack of water pressure in the summer months.

xxx) The increased height of the building will add to the problems of high winds funnelling along Brunswick Road.

xxxi) The properties in the area are built on little more than foreshore and dune with hardly any foundations and any pile driving on the site is likely to cause damage to neighbouring properties.

xxxii) There is a waiting list for permits in the area and these cannot be transferred when properties are sold.

xxxiii) The developers should provide a new underground parking facility for local residents.

xxxiv) Due to the recession the development may be left half constructed.

xxxv) Properties will lose their existing views.

xxxvi) The development will put an early 21st Century design onto the seafront rather than imitating past architectural styles. It looks like Worthing is finally getting its act together with this development and the proposed new swimming pool.

xxxvii) The proposed tower will look significantly out of place. The development should be limited to the height of the Burlington Hotel next door.

xxxviii) This is one of the last stretches of the seafront which hasn't had major development changes and so any redevelopment should be in-keeping with the current architecture such as Nautilus or the Eardley Hotel.

xxxix) The design will soon date.

xl) Another fantastic project by this excellent local company and another tremendous improvement to the Worthing seafront with a very smart

hotel to attract more visitors. It will not be long before the seafront is superior to that of Brighton and Hove.

xli) There is no substantive difference between the original and amended plans and the previous objections are therefore maintained.

xlii) The proposed design is not of a high architectural quality.

xliii) Much of the 1930s architecture, such as the Odeon Cinema and Worthing School of Art, is being lost.

xliv) The applicant failed to hold an adequate public consultation in march 2010 being only for three hours (between 3pm and 6pm) which the majority of local residents could not attend.

xlv) The amendments only serve to address the concerns of English Heritage which are purely aesthetic and ignore the impact upon local residents.

xlvi) Insufficient time has been given to local residents to consider the amended plans.

xlvii) The character of the conservation Area will be adversely changed.

xlviii) This is an opportunity to give Worthing a hotel design in the grand manner instead of further urbanisation with flats.

xlix) Half of the existing hotel prominence would be lost with part residential redevelopment.

l) The proposed and intended superior hotel with additional facilities will be less spacious than the existing.

li) This is the third major hotel redevelopment since 2000.

A letter has been received from an agent representing the **Burlington Hotel** who makes the following points:-

i) The recent permission for an extension to the Burlington Hotel is a material consideration which should not be prejudiced by the current proposals.

ii) The development would be a high quality contemporary scheme which will inevitably result in an improved tourist offer for the town but the site is within the Marine Parade and Hinterland Conservation Area and the new national planning statement PPS5 has been published and is a material consideration to be given some weight.

iii) The Burlington is on a prominent corner representing transition between the set back buildings of Heene Terrace and the more forward building of Beach Hotel. The Burlington has three floors of accommodation and a mansard roof and the overall bulk and height of the new hotel is considered appropriate in the context of the existing seafront development.

iv) The Design and Access Statement acknowledges the strong horizontal emphasis of Heene Terrace. The long elevation to Marine Parade demonstrates the regularity and the height of existing seafront development. The set-back top of the proposed building is shown in paler grey and whilst the colour is said to affect the slate roof of the neighbouring listed building, the large of expanse of glazing and the relationship of these upper floors to the Burlington Hotel is considered inappropriate and overly prominent within the streetscene.

v) Removing the top floor of the proposed hotel block and increasing the set-back fourth floor would significantly improve this relationship.

vi) The Burlington Hotel is genuinely concerned due to the increased pressure on parking in the area. Although many visitors will rely on public transport, the proposed residential accommodation is likely to add to the demand for on-street parking within a controlled parking area. The Burlington is concerned that its own restaurant, function room and hotel may suffer a loss of business because of the changing parking situation. This may prejudice the viability of the existing hotel use by a continued occupancy is beneficial to the proper upkeep of this listed building which is a heritage asset to Worthing.

Another letter on behalf of the Burlington Hotel has been received in respect of the amended plans as follows:-

"I viewed the proposals at your offices today and wish to lodge an objection to the proposals on behalf of the owner of The Burlington Hotel, the western neighbour to the application site. Our objection will re-iterate the issues previously rose to the original plans and in our opinion not satisfactorily addressed by the revised plans.

The Burlington is a Grade II Listed Building with its own planning permission and permission for listed building consent approved recently for additional rooms above the existing nightclub. As a permission that has been granted it is a material consideration in your handling of the above planning application. It is clearly imperative that the redevelopment proposals at the Beach Hotel do not prejudice implementation of any approved scheme at The Burlington.

The plans and Design & Access Statement, submitted by Devereux Architects, represent a high quality contemporary scheme in general and will inevitably result in an improved 'tourist offer' for the town. However, the site is within the Marine Parade & Hinterland Conservation Area. Since the application documents were first prepared a new national planning statement (PPS5) has been published and adopted and is also a material consideration to be given some weight in this case.

The Burlington Hotel is at a prominent corner site on the seafront representing the transition between the set-back buildings of Heene Terrace and the more forward building line represented by Beach Hotel. The Burlington has three floors of accommodation and a mansard roof. Whilst it is accepted that the applicant has undertaken some considerable pre-application consultation, and this is supported as good practice in such schemes, the overall bulk and height of the new hotel building is considered inappropriate in the context of existing seafront development.

The DAS itself acknowledges (page 12) the strong horizontal emphasis of Heene Terrace. Indeed the 'long elevation to Marine Parade' demonstrates the regularity in the height of existing seafront development in this locality. Although the top floors are set back, their relationship to The Burlington Hotel is considered inappropriate and overly prominent within the street frontage to Marine Parade.

The existing and proposed views looking north-east along the seafront draw further attention to this relationship. It also shows the more modest height of existing development to the east in the distance. Removal of the top floor of the proposed hotel block and increasing the set back 4th floor would significantly improve this relationship.

A further issue, of genuine concern to us operating our hotel business next door, is the matter of parking. The proposal creates a 76 bedroom hotel (including restaurant and spa) with only 35 parking spaces. The 49 residential apartments will have 61 spaces. Whilst the case could be made that many visitors to the hotel will rely on public transport the parking demand, added to further demand for parking created by the market housing, is likely to give rise to increased on-street parking within a controlled parking area. The lack of available parking is of course more acute at peak times and we are concerned that our own restaurant, function room and hotel may suffer a loss of business as a result of the reduced availability of parking on-street. This in turn may prejudice the viability of an ongoing hotel use at the Burlington where continued occupancy is not only beneficial yet essential to the proper upkeep of this Grade II listed building – in itself a 'heritage asset' to Worthing.

Overall the scheme appears to be balancing the need to comply with council policy on retention/improvement of hotel accommodation whilst setting the minimum level of private residential accommodation that would in effect enable the hotel accommodation to be built. This appears to have led to the effect of the crammed/bulky design that in our opinion is out of keeping for the area.

I do hope you are able to negotiate a further improved design with the applicant on this scheme which we otherwise broadly support. With further modification the bulky and overly prominent upper floors could be removed/revised to better complement the horizontal emphasis of existing development along the seafront."

The **Worthing Society** has commented on the original plans as follows:-

"The Beach Hotel is one of the two most important seafront sites in Worthing that are likely to be available for development for a decade or more, the other being the Grafton site.

The future of the present hotel which has been a Worthing landmark for seven decades or more, is a matter of some controversy and concern. The Worthing Society accepts that the design of this conversion of a row of Victorian houses into an hotel in 1935/36 by the architect Goldsmith is no longer viable as an hotel as it does not meet current standards. Structurally it is also nearing the end of its life.

This major site within a Conservation Area offers an opportunity and an obligation on the architects and developer to produce a building of good design and character which will suit its environment. The Society welcomed the idea of a contemporary solution and looked forward to the application which would include an hotel.

We find, however, that the proposal is something of an anticlimax. It fulfils the brief which presumably was to maximise the development of the site but the design of the main elevation facing the sea is rather understated and its appearance would be improved in the context of the Conservation Area, in our opinion, if the structure was reduced by one storey.

As you are aware the Burlington adjoining to the west is a listed building and the owners are now proposing to extend the building to fill in the gap between the Burlington and the Beach Hotel. English Heritage will be advising on the design of this extension. The design of the front elevation of the Beach Hotel should have a sympathetic relationship with the Burlington extension and we believe that English Heritage should be advising on this.

We draw your attention to the revolving doors, the panelling and the stained glass which form part of the Beach Hotel and which we would like to see incorporated into the design and construction of the new Beach Hotel (if that is to be its name?).

One positive result of the development will be that Brunswick Road will be improved in its general appearance as a street.

The Society had hoped for something rather better than what is proposed: perhaps the Councillors may also agree and ask for a review of the design."

The **Worthing Society** comments on the amended plans as follows:-

"The minor changes to the elevations of the proposed development to counter the critique of English Heritage are indeed small and would be hard to find without highlights.

Our reservations about the proposed building remain the same. Height, massing and design. That favourite device for setting the top floor back is employed attempting to negate the impact this additional height will have on the surroundings. It may work at pavement level but does not when viewed on the main approaches by road and promenade.

The Society has accepted that The Beach Hotel, a conversion of an original Victorian terrace, is no longer viable and that demolition and development is inevitable, but it is a landmark building on a most prominent site and we view the proposed replacement as a disappointment and a missed opportunity. We hoped for a bolder design that reflected a sense of place. The proposed building falls short of expectations."

The Chairman of the **Local Residents' Association** makes the following points:-

i) There will be insufficient parking provided to satisfy the demand for the development. Only 96 spaces are provided but there could be 174 vehicles.

ii) An area of seafront could be made available for permanent parking to accommodate the extra cars.
iii) It is difficult to see how the multitude of workmen will be able to park.
iv) Several residents in Thorn Road are concerned about the loss of light to their properties.

The **Conservation Area Advisory Committee** comments as follows:-

"The proposed demolition and reconstruction of this important site on the seafront would have a major effect on the appearance within the Conservation Area. The Committee is pleased that considerable discussion has taken place with the Planning Department and a substantial amount of documentation produced to support the application. There is some concern expressed about the loss of the 1930s hotel frontage but the majority feeling of the Committee is that the proposed new building would be an acceptable replacement.

It is essential that a high standard of design and materials is maintained and monitored throughout the construction period.

The main objection is to the proposed height which is regarded as too much higher than the adjacent buildings. The comparison with the height of the Brunswick Hotel and those buildings along the seafront to the east is extreme and would be unsympathetic to the general scale of that part of Marine Parade. In particular the additional height given to the structure by the penthouse feature is not in keeping with the rest of the building."

The **Worthing Astronomical Society** comments as follows:-

"Recently it has been noted that previous representations of this type have not observed Policy RES8 and as a result the external lighting has caused waste of energy, annoyance to neighbours and created sky glow. All persons involved in this development must observe the spirit of Policy RES8 and as subsequently reflected in the Worthing Borough Council's Core Strategy of the Local Development Framework, in respect of all external lighting, in particular any car park lighting.

We ask that the external lighting be directed downwards on to the development and the periphery without trespass or overspill upon neighbouring properties and open spaces. Also the lighting intensity is no more than necessary in order to fulfil the task of illumination, for no longer than necessary. Thus not wasting limited fossil fuels.

If these conditions are imposed correctly no sky glow would be created and waste of resources kept to a minimum along with lower operating cost, in accordance with the Worthing Plan 2003 and as subsequently reflected in the Worthing Borough Council's Core Strategy of the Local Development Framework."

The **Worthing Medical Group** comments as follows:-

"We would like to write on behalf o ourselves and Selden Medical Centre, to raise a point about infrastructure. When developments such as this proposal occur, replacing single occupancy (or in this case temporary occupancy) with multiple permanent dwellings (49 residential apartments) it puts increasing pressure on community services such as GP Practices. Our lists are already growing exponentially and this development will presumably result in maybe a 100 new people moving into Worthing and needing a doctor. Whilst we welcome all revitalisation and regeneration of Worthing, as always, we ask that provision is made in your infrastructure plan for additional medical services – your colleague James Appleton is aware of our desperate need for a new primary care centre in central Worthing and this proposed development will add yet further pressure on already over-stretched services.

We would be grateful if our views could be incorporated in your strategic discussions."

6. PLANNING ASSESSMENT

The main considerations in respect of this application are the loss of the existing building; the design and scale of the proposed buildings in the context of the site; the impact on residential amenity; the impact on the Conservation Area and the adjacent Listed Building; compliance with the Seafront Masterplan; the effect on tourism; the viability of the scheme and affordable housing; provision of outdoor recreation space; transport; sustainability; landscaping; archaeology; crime prevention; flooding; drainage; contamination; waste management; and infrastructure contributions.

As such the proposal should be considered against saved Worthing Local Plan Policies RES7, RES9, RES12, CT3, BE1, TR9, H18 and LR8; Submission Core Strategy (April 2010) Policies 3, 4, 5, 7, 8, 10, 12, 13, 14, 15, 16, 17, 18 and 19; and the now reinstated South East Plan Policies SP3, CC1, CC2, CC3, CC4, CC6, CC7, H3, H4, T1, T2, T4, T5, NRM10, NRM11, NRM12, W2, BE1, BE3, BE6, TC2, TSR1, TSR5, SCT6 and SCT7 (following the judicial quashing in November 2010 of the Secretary of State's recent decision to abolish the Regional Spatial Strategies. However, the Secretary of State has announced his intention to finally abolish the Regional Spatial Strategies in the forthcoming Localism Bill which is a material consideration and needs to be given the appropriate weight), The Worthing Town Centre and Seafront Masterplan 2006; and Planning Policy Guidance Notes and Planning Policy Statements PPS1 : Delivering Sustainable Development, Planning Policy Statement : Climate Change – Supplement to Planning Policy Statement 1, PPS3 : Housing, PPS4 : Planning for Sustainable Economic Growth, PPS5 : Planning for the Historic Environment, PPS10 : Planning for Sustainable Waste Management, PPS12 : Local Spatial Planning, PPG13 : Transport, PPG17 : Planning for Open Space, Sport and Recreation, PPG20 : Coastal Planning, PPS22 : Renewable Energy, PPS23 : Planning and Pollution Control, PPG24 : Planning and Noise, PPS25 : Development and Floor Risk and PPS25 : Supplement : Development and Coastal Change.

Loss of existing building

The Beach Hotel is referred to in the Marine Parade and Hinterland Conservation Area Appraisal (September 2001) where it is identified as a positive indicator to the Conservation Area. The appraisal states that the resort of Little Heene was, in 1839, centred around Brunswick Road and the Brunswick Hotel (previously named King and Queen Inn). Around this time the promotion of the resort and seafront continued with the development of Regency and Victorian buildings. The original red brick houses of Heene Parade, which were developed on the application site, were remodelled in an Art Deco style by ATW Goldsmith in the mid 1930s and now forms the current Beach Hotel. The building appears to be of modest quality being constructed as a flat roofed stucco building of four storeys constructed as sixteen symmetrically arranged bays with a central entrance of Art Deco styling. Its most notable features are the pairs of revolving entrance doors, the curved second floor balcony and the main entrance.

The Worthing Local Interest Study (August 2003) was carried out by local consultants who recorded buildings of interest rather than a list of buildings to be preserved. It describes the list as a catalogue of structures for public record which may lend itself to a variety of uses including architectural walks and tours of the town. The research is said to show the rich architectural heritage of Worthing, particularly that of the Art Deco period. In terms of the Beach Hotel, the study states that the front elevation has a simple unmannered composition of windows set into the rendered elevation. It also refers to the central entrance area and projecting balconies above a large flight of steps. No other comment is made with regard to the qualities of the building.

The applicant has commissioned a Historic Buildings Assessment by an independent consultant who maps the development of this area and examines the architectural qualities of the building, both externally and internally, having regard to its setting. He makes comparisons with other Art Deco buildings within the town. He concludes that the Beach Hotel has none of the subtlety or accomplishment found in the designs of other successful Goldsmith buildings in the town such as Clarence Court, Onslow Court or the Connaught Theatre.

He points out the poor quality of the rear elevation of the existing buildings with poor adaptations and extensions on open view to Brunswick Road. These are identified as negative contributors to the Conservation Area. He also illustrates the poor internal environment and loss of historic internal features as a result of adaptations made to meet the modern commercial hotel demands of the 21st Century.

The historic assessor then, in order to test whether the building makes a positive contribution to the Conservation Area, refers to the guidance on conservation area appraisals by English Heritage (February 2006) which poses ten questions against which the building should be judged, including the importance of the architect, how the building fits in with the character of

the substantial number of buildings in the Conservation Area, its contribution, its historic significance and associations, and its landmark qualities. In English Heritage's view, any one of these characteristics could provide the basis for considering that a building makes a positive contribution to the special interest of a conservation area, provided that its historic form and qualities have not been seriously eroded by un-sympathetic alteration. Although this assessment concludes that, on balance, it is not felt that the building makes a positive contribution to the conservation area, this has not been the view of previous Conservation Officers and is not reflected in the last review of the conservation area in 1999/2000.

However, having regard to the Conservation Area Appraisal and the wording of the entry in the Local Interest Study, it is considered that, despite the building's contrasting architectural style to its Regency and Victorian context, it is not sufficiently remarkable or historic in architectural terms or in terms of the historic development of this part of the seafront such that it should be retained. When considering demolition and conservation area consent, a consideration will still be the quality of the replacement building and it will be necessary for the proposed development to not detract from the character and quality of the Conservation Area and any historic assets. These issues will be analysed in the following sections of this report.

The applicant has also commissioned a Heritage Statement which, not only reaches a similar conclusion that the current building does not make a positive contribution to the Conservation Area, but also finds that the townscape setting and urban grain is changed by the current building, whereas the proposed building would provide a high quality form of contemporary architecture which would add value to the Conservation Area. In some ways this is true. The existing building does have landmark qualities in that it is different but architecturally it is unremarkable and at odds with its neighbours and subject to the acceptability of its replacement, conservation area consent could be granted.

<u>The design and scale of the proposed scheme (including amendments) in the context of the site</u>

The proposed development comprises four distinct but interrelated elements. Firstly, there would be a 76 bedroom replacement hotel on the west side of the site frontage adjacent to the Burlington Hotel. Secondly, a wider and taller building than this would be developed on the eastern part of the site containing 49 private residential apartments. Both of these building elements would be linked by a taller projecting tower-like element. To the rear of these buildings, fronting Brunswick Road, would be a terrace of hotel apartments on three floors. There would be a courtyard on the south side for residents which would link the group of buildings and provide a pedestrian entrance and amenity area for the residents.

The following sections of the report analyse the height, scale, massing and design of these buildings in their contexts examining how well they would integrate into the streetscene and how they would be viewed from a distance.

i) Height

One of the prime and most obvious considerations when trying to successfully integrate buildings into an established and historic site frontage is the actual height of the buildings and also the perceived height of buildings, which may be different. It should be noted that English Heritage, the Worthing Society and the Conservation Area Advisory Committee have all raised concerns with regard to the height of the buildings. The proposal is more complicated in this case because the applicant is proposing to develop the site with two buildings in two separate uses and is using a tower as an architectural device to visually divide but also link the frontage. He is also seeking to integrate the western part of the development, comprising a new hotel and ground floor restaurant, into the close setting of the sensitive listed Burlington Hotel building which has consent for an adjacent four storey recessed side extension. He has deliberately designed the hotel and restaurant with a horizontality assisted banding detail under the windows in recognition of the strong horizontal character of the Italianate listed building to the west. The windows have been designed to give a greater vertical emphasis to its proportions in recognition of the vertical proportions of the listed building windows. Even the fascia of the ground floor restaurant is designed to align and identify itself with the commercial ground floor fascia of the Burlington Hotel. At upper floor level there are parapets to both buildings in a similar alignment to strengthen the interrelationship.

Above parapet level, the listed building has dormers within a slate roof. For the new hotel, the applicant has attempted to provide a contemporary version of the slated roof but using contemporary glass and cladding. In respect of this, your Officers previously criticised the design of the upper floors of the new building as being too imposing compared with the subtleties of the hips, dormers and recessed elements of the listed building. Whilst in general terms the height of the parapet is acceptable, the two tiered floors above were not sufficiently subservient in terms of their positions, form and detailing if this element of the design was to be judged as being complementary to and respecting of the listed building. The applicant has now reconsidered the detailing of these upper floors and has brought the design and number of windows on the lower tier in line with the floors below and this has now given the building a more dormered look at this level. In addition, the top floor is now more fully glazed to give it a lighter feel more in sympathy with the lightness and minimalism at the top of the Burlington Hotel.

The height of the proposed residential block on the eastern part of the site is of greater concern. The height of this block is seen within the setting and influence of the Regency four storey terraced buildings to the east on the other side of Thorn Road. The applicant has applied a similar technique to the hotel in designing the upper floors by using different materials to the main elevation below and by stepping those floors back in order to reduce the impact and perceived height of the building. However, this is considered to fall short of the requirement to reduce the perception of height and to successfully integrate this part of the new building into the scale and form of surrounding development on the east side. It is considered that the recessed balconies and two tier form of the upper floors draw greater attention to the

height differences with its neighbours at Nos. 117-122 Marine Parade. It is considered that the height of this part of the scheme is out of scale with its neighbours and the effect on the character and quality of this part of the Conservation Area is considered in the section below.

The third element to consider is the tower. Your Officers consider that it is not inappropriate to use an architectural feature as a connecting element to two contrasting buildings. However, it is considered that the original tower was too large in terms of its height, width and forward projection to be seen simply as a connecting element and had more of a character of its own. It is the tallest part of the development and also houses the most valuable residential apartment on the top floor with the largest floorspace and greatest views. The design of the tower has now been revised to give it a lighter appearance by reducing the solid elements (using spandrel panels) with greater emphasis on the glazed areas. The top has been lowered and the main hotel entrance has been accommodated at the base to give it a greater purpose and justification. The emphasis on glazing also gives it a more neutral character rather than introducing a third element to the two more distinctive and important hotel and residential elements.

The Brunswick Road development is less contentious. The applicant has shown how a contemporary style using a parapeted form and matching rendered finish to its neighbouring and more historic properties can successfully integrate this block into the street. The block would be in keeping with the range of residential buildings on the north side of the road. Subject to appropriate detailing which would be covered by condition, this terrace would be a successful and important screen to the back of the building and a sympathetic completion of this street frontage.

The overall concern with the whole development is that the proposal would introduce a building which would be greater in height that the existing building and the prevailing building heights along this part of the seafront. The applicant has not justified this in terms of the character of the area but has explained this in terms of the viability of the scheme without which the redevelopment could not occur.

ii) Scale

Some of the considerations and concerns regarding the height of the buildings are similar to the issues of scale and not easily separated. For this purpose, the scale of the building should be judged in terms of the prevailing storey heights and character of the seafront and the adjoining streets and the immediate neighbours. In this respect, the hotel and restaurant part could be said to accord sympathetically with the scale of the Burlington Hotel. The perceived scale of the new hotel block would then, by comparison, not appear so excessive as to be so overbearing and disproportionate in scale to the listed building such that permission should be refused.

Once again, however, the size of the residential block is marked. The perception is that the scale of this part of the site frontage would be out of sympathy with its immediate neighbours. Whilst the proposed eastern

elevation in Thorn Road steps down northwards and appears to have some regard to its immediate neighbours, it can be seen that the Thorn Road block would still be large compared to the tall and more striking landmark building of the Brunswick Public House. To reduce the perceived scale of this eastern block (particularly on the exposed corner) the applicant was asked to alter the upper floors to lessen their impact and perception of scale from the front and from the east. However, he has been unable to do this because of the effect it would have on the viability and layout and has designed it deliberately to be noticed as a feature element with the undulating walls of the upper two floors intended to be 'delicate and jewel-like' in appearance.

Finally, it is considered that in terms of scale, the terraced apartment block in Brunswick Road would be satisfactory and appropriate to its context.

iii) Massing

Massing is also strongly related to both scale and height and therefore some of the previous comments would equally apply to this as well. However, the massing of the proposed building should be considered in terms of the massing of the existing building. The applicant has provided an overlay to show the difference in building area between the new and the old frontage. As a taller building, the massing of the proposed development on the seafront may appear much greater than the existing. However, the appearance and impact can be adjusted with careful selection of colour, finishes, materials and detailed design measures. The impression of massing may also be lessened by the greater three dimensional relief of the design unlike the existing Beach Hotel which, apart from the central entrance and balconies above, is relatively flat, solid and lifeless. In contrast, the proposed building, with the greater use of lightweight materials such as minimalistic glass balconies, is likely to reduce the visual mass of the development which would retain the integrity and allow a close relationship with the important adjacent historic buildings.

iv) Design

As suggested in the previous section, the design of the building with careful detailing and selection of materials can reduce the physical impact and perception of scale in the context of this site. The contemporary design, for both the hotel and residential blocks, is a simple repetitive form which relies on colour, finishes and fenestration both proportionally and rhythmically to sit sympathetically next to their historic neighbours. The hotel and restaurant element would be more comfortable than the residential in terms of its design relationship with its neighbour, the Burlington, due to the horizontality, window proportions and simple detailing. A more successful separation and detachment from the listed building has been achieved with revisions to the treatment of the upper floors. The old and the new would be contrasting but, at the same time, complementary having recognisable family features (such as the parapets and the roof forms) whilst being developed several generations apart.

The residential block is intended to reflect the vertical projecting bay features of the four storey Regency terrace in Marine Parade to the east. The

b) West view

The Design and Access Addendum 2 document contains computer generated images of the western approach to the development and this shows that the building, as seen from the western end of Heene Terrace, would, following the recent revisions, less visually impact upon the view and setting of the Burlington Hotel. Whilst the photographic images may be slightly false in their two dimensional presentation, the images do suggest that the sensitive and articulated historic roof form of the Burlington Hotel would be more dominant that the simpler, plainer lightweight form of the new building. The computer generated images show that the amendments to the tower have reduced its solidity and reduced its impact on the Listed Building to an acceptable level. The revised upper floors do bring the Burlington Hotel and the new hotel closer together. The images show the alignment of parapets and floors and the strong horizontal relationship but the actual detailing of these upper floors will be critical in order to produce a more respectful relationship with the older building.

The original tower design has been changed subtly but is now less weighty and better articulated with a crisper and lighter approach which would be more acceptable.

The residential block is, of course, further away than the hotel from the viewer who is approaching from the west. These images do not enable the true relationship between the residential block and Nos. 117-122 Marine Parade to the east to be fully appreciated because of the forward position of the proposed redevelopment. The images certainly suggest that the residential block would appear overwhelming when seen from the west.

c) East view

The eastern view of the building has been much criticised. Regrettably the computer generated images suggests that the main elevation of the new building would be of a similar height to the adjacent building No. 117-122 Marine Parade on the east side of Thorn Road, which is misleading. The building line of the existing Beach Hotel is forward of Nos. 117-122 Marine Parade and the new building would maintain this building line. The originally proposed elevation was very prominent. The applicant has now reduced its forward projection setting the south east corner further back to greater respect the alignment of buildings to the east. Nevertheless, the image does demonstrate how exposed and prominent this eastern elevation of the new building would still be. By reducing its forward projection, the fenestration is now more proportionate with its smaller sub-divisions and vertical framing and would conform more closely to the vertical emphasis and proportions of the residential block.

However, the most revealing part of this computer generated image is the view of the upper floors which are substantial and make no real attempt to be discrete. The design and position of the upper penthouse floors, when seen from the east, appears overwhelming, overbearing and out of scale with its more modest four storey neighbour to the east. The applicant was asked to reconsider the design of the upper floors of this residential block but has been

unable to reduce it without affecting the viability of the scheme. He sets out his reasons in a letter dated 21st December which appears earlier in this report.

d) North view

There is no computer generated image of the northern view. The proposed rear elevation of the main building is not well illustrated within the submissions and the applicant has shown how the Brunswick Road frontage has been designed to screen views of the rear elevations, including the upper floors, of the main block from the street. Whilst this terrace building would improve the appearance of the Brunswick Road site, which is currently particularly poor, it does seem that less attention has been paid to the design of this north elevation. Having said that, upon analysis, the design, detailing and fenestration of the north elevation is respectful, but subordinate, to the main frontage elevations using similar fenestration and finishes with a variety of building planes at the rear which would add visual interest. In view of the lack of street presence due to the screening qualities of the Brunswick Road frontage building, it is considered that this rear north facing elevation is generally acceptable.

e) Close view

The reality is that when pedestrians pass in front of the proposed building on the same side of the street then the overall height would not be perceived and the upper floors, which have been criticised, would disappear from view giving the frontage block a more favourable and appropriate scale. At ground floor level, the design of the balconied areas for the ground floor blocks would be enclosed by glazed screens rather than solid walls which would help integrate the building into the street giving it a more human scale. It would not be appropriate to have solid enclosures at street level which would, due to the raised ground floor, turn the new building into a fortress and give a very unfriendly impression to passers by.

f) Distant view

As already stated, the computer generated image of the proposed building, as seen from the pier to the east, gives it a very broad context by including taller buildings much further away to the west and the tall Augusta House to the east which inters that tall buildings do generally exist along the seafront. However, when one looks at the more immediate and appropriate local context of the site, it can be seen that the building, despite the diminutive image submitted, would be taller and more prominent than its immediate neighbours, even the grand Heene Terrace which is set back. For these reasons, the applicant was asked to seriously consider a more sensitive and lightweight treatment of the upper floors to see whether the building could be made to fit in more closely with the scale and character of the seafront generally. This has already been discussed in the previous sections of this report.

Impact on residential amenity

a) Existing residents

A number of objections have been received from neighbours concerned that the proposed building would create additional overshadowing and loss of light to their residential properties. In anticipation of this, the applicant had commissioned a Daylight and Sunlight Report prepared by consultants. The report states that, although not Government guidance, a useful advisory text is BRE Report 209 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice' (1998). It appraises the impact on the reduction in the Vertical Sky Component (VSC) and daylight distribution as well as Annual Probably Daylight Hours (APSH). The report acknowledges that different standards may be applied to different situations such as high density urban areas where a higher degree of obstruction may be expected and unavoidable.

The study is based on 14 addresses of properties to the north in Brunswick Road and to the east in Thorn Road and on the corner of Marine Parade. The report is broken down into daylight and sunlight and presented as tables and floorplans which illustrate the changes to daylight and sunlight to these properties as a result of the development in relation to all rooms which face the site. The BRE guide makes it clear that the tests should be applied flexibly. Clearly the orientation of the rooms does affect the amount of daylight or sunlight received but the study analyses the expected loss of daylight or sunlight to rooms within these properties if the development is carried out.

The conclusions of the report are that the majority of the fourteen properties tested would satisfy the recommended BRE guide values for daylight and sunlight but there will be some transgressions. These transgressions relate to properties along Brunswick Road but the report concludes that good daylight penetration would remain except where rooms are exceptionally deep. Furthermore, it concludes that where the impact on vertical sky components and sunlight do exist, they are, in the vast majority of incidences, BRE adherent. It states that all properties along Thorn Road on VSC and daylight distribution are all BRE adherent. It also states that there are transgressions of the BRE guide recommendations for sunlight to the predominantly west facing windows. However, as the applicant points out in his letter, the nature of these individual residential units next to the pavement with privacy screens in the windows for much of the day, render any transgressions less harmful in such cases where the amount of light to these rooms is already restricted.

Finally, the report states that in order to achieve a satisfactory and viable redevelopment proposal for this important site, some change in height and massing has been inevitable and some impact on light has been unavoidable.

The findings of the report are generally accepted. The impact of the proposed building upon daylight and sunlight to the adjacent residential properties was a major constraint in the design of the building and the report appears to confirm that, whilst some loss would be experienced, there are no properties

which would be significantly harmed such that permission could be withheld on this basis.

b) Future occupiers

In terms of the occupiers of both the residential and hotel accommodation, it is considered that the amenity will be of an acceptable standard with good spacious accommodation served by adequate daylighting and supported by a high level of privacy and security. The courtyard would provide some amenity space for residents and this area should accommodate some soft landscaping to provide a more attractive and ecological friendly environment, albeit on the north side of the building. This environment would be further enhanced by added interest from stepped levels and different surface materials, all of which can be covered by condition.

Impact on the Conservation Area

The earlier sections, which have analysed the design of the proposed building in its context, having regard to the height, scale, massing, design and impact on neighbouring properties, have touched upon the impact on the Conservation Area. The design approach has been accepted as one which is seen to be fairly neutral by adopting the established practice of accommodating contemporary buildings onto sites in conservation areas where there currently exists no strong architectural or historic form which outweighs the benefits of providing a contemporary solution. The proposed architectural form is relatively simple but much relies on the finer detail and careful implementation. The final detail should not be so fussy as to detract from the more refined and detailed historic qualities of the older buildings, particularly the Burlington Hotel. The proposed design has been respective of the horizontal form of the Burlington Hotel and the vertical form of Marine Parade and has attempted to integrate itself sympathetically into the streetscene. English Heritage was critical of the original proposals, particularly the upper floors, but these are now more refined. Initially, the tower was considered to be a weakness due to its forward position and additional height and weight but the applicant has revised the design which has now reduced its impact to an acceptable degree integrating it more successfully into the overall scheme.

Criticisms have been made of the height of the proposed building by English Heritage, The Worthing Society and the Conservation Area Advisory Committee which could be said to be harmful to the Conservation Area compared with the existing building which is identified as being of local interest. The existing building is unremarkable but is not harmful and is seen as an example of an Art Deco building (albeit reconstructed) which is a respected architectural style within the town. Much depends on the treatment of the upper floors. The applicant was asked to reduce the upper floors but he states that the viability of the scheme is only marginal and relies upon the scale of the development as proposed to be workable economically and to deliver the replacement hotel. The District Valuer has not disagreed.

To recompense any shortcomings over the upper floors the overall scheme needs to be considered in its broadest context. The residential block and, to a lesser extent, the tower, are quite striking elements and are designed to be seen. The crisp fine lines of the building would provide a strong architectural statement for the seafront and town and the building would make a positive contribution to the area as a contemporary form of architecture. In this context it would be difficult to suggest that the revised design of the upper floors, in themselves, would be so harmful to the conservation area that the application should be refused.

Impact on the adjacent Listed building

The applicant has provided a computer generated image to show the approved four storey extension on the east side of the Burlington Hotel. This extension is very contemporary in its simple glazed cuboid form and has a strong affinity, but at the same time is complementary, to the design of the current proposals.

As accepted and described in the previous sections of this report, the applicant has taken care to provide a complementary and contemporary reference to the Burlington Hotel. The simple architectural form would be respectful of the listed building with its horizontal pattern and form of fenestration and use of materials.

Compliance with the Seafront Masterplan

The Masterplan was formally adopted by the Borough Council in December 2006 and was prepared in conjunction with a wide range of partner organisations and with extensive community input. It provides the framework for private and public investment.

A Seafront Strategy has been developed which identifies the application site as being within the western gateway. This area is described as a quiet informal area for relaxation and the Strategy seeks improvements to landscaping and external seating on the promenade, improved signage and information, improvements to the beach huts, better accessibility for the disabled on the beach and the provision of a high quality catering facility opposite Heene Terrace.

It can be said that the current proposal does not conflict with the aims of the Seafront Strategy and the development, with the use of open space payments, could be used to contribute towards some of the aforementioned public realm improvements along the promenade and these could be secured as part of the planning obligation. In particular, improved access for disabled across the beach would be a notable benefit to the public as well as to some residents of the apartments and guests of the hotel.

Effect on tourism

In respect of policies, none of the adopted tourism policies of the Worthing Local Plan were saved. In terms of the current Core Strategy Policies, Policy

5, relating to the visitor economy, is particularly relevant. The Core Strategy supports the tourism sector through the provision of new tourism and leisure facilities and visitor accommodation. The Council is seeking to work in partnership with key stakeholders in order to reinforce the town centre's role for culture, tourism and leisure to make Worthing become a more attractive destination with a dynamic economy that serves both visitors and residents.

In order to support the tourism sector the policy recognises that there is pressure to provide quality accommodation for visitors ranging from the lower budget end to the higher corporate client end. This sector also serves as a valuable employer. Although the evidence is that some of the town's tourism stock has become vulnerable to market forces, with a large number of residential conversions, research, nevertheless, indicates that there is potential to provide a wide range of accommodation, particularly for budget hotels and good quality guest houses. Further potential has been identified for a three star hotel, boutique/spar style accommodation, serviced apartments and pub accommodation.

Policy 5 encourages the retention, upgrading and enhancement of existing visitor accommodation particularly in the town centre and seafront area, the aim being to support the regeneration of the town and help to reduce seasonality. The policy seeks to safeguard existing visitor accommodation unless it can be demonstrated that the loss of some bed spaces is the only way of improving the standard of the existing accommodation. In this case, the existing 79 bedroom three star hotel, which is of poor quality in terms of the services, layout, facilities and room sizes, would be replaced with a modern 76 bedroom three star hotel and restaurant with bar and spa facilities. This is consistent with Core Strategy Policy 5 which has gathered weight quite recently since the public examination where Policy 5 went unchallenged. It would be expected that a new modern three star hotel on the seafront would set a marker for visitors and assist in the economic regeneration of the town and its sea front by promoting a more vibrant and active image.

The economic and tourism benefits should be given significant weight when assessing the overall merits of the current proposal.

Viability of the scheme

The applicant has submitted a Financial Pack to show the economic viability of the scheme which is seen to be notably below the normal 15% profit margins expected for this type of development. The information submitted includes a cost plan, a market valuation for the new apartments, a report from Christies as to the value of the existing hotel, plus budget spreadsheets and the applicant's Viability Statement. These details have been passed to the District Valuers office which reached the conclusion that the applicants have submitted a full and frank assessment with hotel and residential values and billed costs. The District Valuer concludes that the scheme struggles to reach typical levels of profit sought by developers or their financiers in the present market. He notes the significant difference between the value of the present hotel compared with the higher contracted sale price, but states that his assessment is based on the lowest possible land price and also a more

pessimistic value of the mature value of the new hotel. In summary, he states that the applicants have presented a very fair assessment of the costs and, in his opinion, the scheme does not reach normal profit requirements and cannot, therefore, support on-site affordable housing or a contribution in lieu.

In his letter dated 21st December 2010, the applicant makes the point that the District Valuer has made two errors in his report. Firstly, he has based land value solely on the basis of the current hotel and has not taken into account any uplift or the development potential and value of the car park at the rear. Secondly, he has overestimated the value of the lease which Christies dispute.

Affordable housing

The scheme specifically excludes affordable housing. The Planning Statement sets down the reasons why the applicant feels unable to provide affordable housing or a contribution towards affordable housing on-site of off-site.

Planning Policy Statement 3 on Housing indicates that on sites of 15 dwellings or more affordable housing should be provided as part of the development scheme. It does accept that local planning authorities can set even lower minimum thresholds where viable and practicable with the presumption that affordable housing is provided on-site in order to contribute towards a mix of housing. PPS3 acknowledged that, where robustly justified, off-site provision or a financial contribution in lieu of on-site provision may be accepted as long as this approach contributes to the creation of mixed communities in the local authority area.

The South East Plan recognises that the Sussex coast sub region has a below average supply of affordable housing and Policy SCT6 states that, as a general guideline, 40% of new housing development should be affordable. The policy does accept that the appropriate proportion of affordable housing should be the maximum that the viability of a scheme can support bearing in mind the likely contribution towards the provision of infrastructure which is also required.

The Strategic Housing Market Assessment (SHMA) identified an acute affordable housing need. This is due to a combination of market conditions, low earning buyers and existing social housing stock in the Borough. The Housing Need Assessment is strongly influenced by the actual numbers of households whose real circumstances have been assessed and defined as in housing need by the Council. The report also shows acute pressures on affordable housing which have been influenced by the significant barriers to market entry linked to the lack of availability of mortgage products and high deposit requirements by the banks.

Policy 10 of the Core Strategy states that a mix of affordable housing, including social rent and intermediate housing, will be sought at 30% on sites of 15 or more dwellings, such as the application site. The policy is qualified by the economics of providing affordable housing in association with a

development, the extent to which the provision of such affordable housing would prejudice other planning objectives which would be met by the development, and, the mix of units necessary to meet local needs and achieve a successful development. The policy continues by stating that where the Council accepts that there is a robust justification for not including affordable housing within the development, then such a requirement may be secured by off-site provision.

The applicant's Financial Pack openly shows how the value of the development changes according to the provision of affordable housing both on-site and off-site. The developer shows that he would lose less money by providing an off-site contribution. As previously stated, this Financial Pack has been scrutinised by the District Valuer who has concluded that the overall scheme is below normal profit requirements of developers or financiers in the present market. Clearly, the inclusion of a new hotel with a minus value has affected the profit margins. The Housing Officer for Adur and Worthing has also accepted the applicant's financial report and has conceded the lack of affordable housing provision on this basis.

As a judgement, the local authority is required to consider the overall benefits to the town and its residents from a new hotel which would attract more visitors and trade to boost the local economy in the long term as well as providing hotel jobs for local employees. The profitability and long term future of the existing hotel is questioned and the decision will rest upon the economic benefits of the scheme. However, with the background of the acute shortage of affordable housing in the Borough, careful consideration should be given as to the impact on local housing provision. However, on balance, it is considered that the mixed use scheme of a new hotel plus 49 residential apartments, many of which would be suitable for family occupation, would give the best and most sustainable long term return for the town which would outweigh the loss of affordable housing in this particular case.

Provision of outdoor recreation space

The scheme does incorporate a central courtyard as a small amenity area for residents. This courtyard would be used as a pedestrian entry point from Brunswick Road. It would incorporate cycle storage areas as well as emergency escape routes from both the hotel and residential blocks. It would also contain steps to deal with the different levels and would provide access to a communal bin store. Although this space alone would not provide a good quality amenity area for the residential apartments, the main attraction for the occupiers would be the informal recreation areas offered by the promenade and beach with the sea views. Furthermore, in terms of the urban context, the provision of some outdoor amenity space (in addition to some of the balcony and terraced areas within the apartments) would be a benefit to residents and, despite its shaded outlook, the courtyard may be attractive on hot summer days as a form of shelter from the sun.

Saved Worthing Local Plan Policy LR8 does require, for developments of 10 residential units or more which cannot provide the standard of outdoor recreation space set out in the policy, to make financial contributions

according to the expected level of occupation for the residential part of the scheme. The applicant has already accepted his obligation to make such a contribution which is anticipated to be in the order of £91,000 and which would contribute towards the provision of equipped children's play space, casual informal play space and adult/youth outdoor sport within the Heene ward. Alternatively, the applicant could provide some open space improvement to the promenade and beach area, such as for the disabled, in line with the western gateway policy of the Masterplan.

Transport

The proposal is for a 76 bedroom hotel and 49 residential apartments comprising 22 two bed units, 26 three bed units and 1 four bed unit. Basement parking is proposed and this is sub-divided by way of a security barrier between spaces for hotel guests and spaces for residents and their visitors. 35 spaces would be provided for the hotel and 61 would be provided for the residential apartments. In addition, 125 cycle spaces would be provided, 98 of which would be at surface level with 27 secured spaces in the basement. The existing hotel is said to have between 40 and 50 spaces but also provides service access at the rear through the car park. The current proposal is to provide a service area at the western end in Brunswick Road adjacent to the ingress and egress point for basement parking. Although 2 on-street spaces would be lost within the CPZ to provide the service and car park access points, these two spaces would be made up from closing the current vehicular access further to the east.

The applicant has commissioned a Transport Statement in support of his proposals. He concludes that local bus services are close by and frequent whilst the central Worthing railway station is only some 1.5 kilometres to the north through the town centre. He also refers to accessibility by foot and cycle. PPG13 on Transport suggests that cycling has the potential to be a substitute for short car trips particularly for journeys under 5 kilometres. The Consultant confirms that the entire built up area of Worthing is within 5 kilometres of the site and therefore has the potential to be accessed by cycle from all parts of the town. The Transport Statement also sets out the proximity of basic services to the site and concludes that facilities, such as a doctor, a dentist, a pharmacist, a convenience store, a supermarket, a church and a school, are all within about half a mile and some considerably nearer with an approximate maximum walking time of eleven minutes to any of those facilities.

The report advises that parking provision is within the maximum standard set out in the Parking Standards and Transport Contribution Supplementary Planning Guidance 2005. The report also sets out the advice in PPG13 on Transport which advises that developers should not provide more space than they themselves wish and that parking provision should be based on accessibility, the sustainability of the location including proximity to services and availability of public transport.

The Highway Authority raises no objections. It is satisfied with the proposed access points and the limited visibility proposed based on the low surveyed

speeds of traffic in Brunswick Road. The County Council suggests that the parking issue is one for the local authority to resolve and it is considered that, in terms of the hotel use, then the level of parking would be slightly worse by providing only 35 spaces for 76 bedrooms instead of between 40 and 50 for the current 76 bedrooms. However, it is recommended by the Highway Authority that the applicant submits a Travel Plan to control movements to and from the hotel by staff and, possibly, guests. Furthermore, in view of the fact that only 61 parking spaces would be provided for the 49 apartments, then the applicant may consider also trying to incorporate some residential constraints within the Travel Plan for the residential block.

In some cases, such a central location with such good accessibility to all shops and services, a nil parking requirement could be considered for some forms of residential developments. In this case, all apartments are capable of family living with 22 two bedroom flats and 26 three bedroom flats, and, in these circumstances, it is considered appropriate to provide the 1.2 spaces per apartment as proposed.

On this basis, and subject to no on-street parking spaces being lost within the CPZ, then no objections are raised. The Transport Statement does indicate an increased level of vehicular movement but these are minimal increases per hour and over the length of the normal working day they should cause no additional disturbance for local residents. It may be appropriate, however, to control delivery movements to the hotel between the hours of 0700 – 1700 each day by condition.

Sustainability

The applicant has submitted a Sustainability Plan. This sets out a number of measures both in relation to design and access in order to achieve a sustainable development. The submission is brief but sufficient to set out a holistic design approach based on building orientation, passive solar and ventilation systems with the aim to comply with the Code for Sustainable Homes Level 3.

Measures which are being considered include high levels of air tightness and insulation, communal gas fired heating system and mechanical ventilation with heat recovery systems.

It is suggested that over 75% of the rooms would be served by natural lighting with additional roof mounted sky lights, dual flush toilets and flow restrictor taps incorporated within each flat. Waste recycling facilities would be available to all properties and low energy lighting and appliances would be fitted into the buildings.

Locally sourced materials would be used for construction from sustainable sources with local contractors to reduce journey times. There would be perimeter planting and courtyard planting.

Secure cycling facilities will be available to all residents and occupiers of the development.

These factors, as well as the sustainable central location of the building and the reduction pro rata in the use of private motor vehicles, would create a highly sustainable design solution. The sustainability plan is only an indication of the ideas which the applicant currently holds and it is therefore necessary to impose a condition in order to achieve the appropriate level of sustainability measures.

Landscaping

a) Hard

Although the plan suggest a very hard environment, it would be no different from the current set up where by the whole site is hard surfaced. Nevertheless, the applicant has stated his intention to use appropriate surfacing materials for the central courtyard to make it an attractive and usable amenity area and environment for residents. There is the potential to plant within the courtyard, even just with pots to create a semi green suburban environment. The opportunity to hard landscape the site frontage and integrate it sympathetically into the building design and sea front streetscape should be taken. These surfacing materials should be agreed by condition.

b) Soft

As already suggested, there will be opportunities for pockets of green landscaping within the central courtyard and the applicant will be asked to look as the possibility of other soft planting areas within the ground floor balconied areas and indeed the upper floor terraces. The possibility of green roofs may also be considered where possible.

Archaeology

Although the site is in the town centre where one may expect there to be potential for some archaeological discovery, the advice given by the County Archaeologist, having checked his records, is that there are no indications of archaeological settlement or evidence of artefacts in the immediate vicinity and, given the proximity of the application site to the sea, it is unlikely that this would have been a favourable location for a settlement. Furthermore, taking account of the existing buildings on the site, it is not considered that an archaeological recording action would be necessary.

Crime Prevention

Although the Crime Prevention Design Adviser for Sussex Police was disappointed to find that the applicant had failed to make any reference to crime prevention measures within the design and layout, he can find no areas of particular concern. He suggests that access control is a crucial factor for the security of the hotel and residential elements. Signage must be effective in directing visitors and guests to reception areas and the management will need to control access to the buildings. He suggests the use of a bio metric security system so that the person is recognised and not the card. He also

advises on physical security measures in respect of glazing, fire escapes, front doors, cycle stores, lighting and a CCTV system.

Flooding

The Environment Agency confirms that the site lies in the Flood Zone 1 where standing advice is available for surface water drainage.

The applicant has submitted a Flood Risk Statement where he confirms that the site is some 50 metres from the sea where there are coastal defences to the south of Marine Parade adjacent to the site. He states that the site is approximately 5.25 metres above ordnance data. As the site is within Flood Zone 1, it is recognised as being at low risk from flooding. No flood risk assessment is required because the site is approximately 0.34 hectare.

The report confirms that it is proposed to maintain existing surface water discharge to the public sewer located beneath Marine Parade, which accepts run off from the existing site which is currently entirely hard paved. It is proposed that the existing rate of discharge to the public sewer would be maintained at the same level but a small amount of storage would be provided on-site to accommodate the additional flow from a hundred year return period storm plus an allowance for global warming.

The development would not appear to be at risk from flooding. Improvements would be made with the existing run off by providing a storage facility. The development is raised automatically by reason of the basement parking which is ventilated through the front perimeter wall of the boundary wall of the development.

Drainage

The applicant has commissioned a Foul Drainage Study and the calculations have been submitted showing expected discharge from the development. The report concludes that any increase would not be significant and should not cause Building Control any concerns. The report states that it is for Southern Water to agree that they can accept the proposed flow to the network. Although, in this case, it is a technical matter, it is recommended that a planning condition be imposed to address surface water and foul water drainage matters.

Contamination

The Environment Agency has considered the proposal on a risk based approach and will not provide specific advice. Nevertheless, normal concerns are expressed with regard to potential ground contamination and it is recommended that the applicant completes any site investigation and risk assessments to ground water and surface water. The Executive Head of Health, Housing and Community Safety also recommends a condition to investigate the potential contamination of the site.

Waste Management

A Waste Management Plan has been submitted by the applicant as required under the Site Waste Management Plan Regulations 2008. It is designed to ensure that waste is minimised in the interests of the environment and the report identifies five levels from prevention, to minimisation, re-use, recycling and recovery, and disposal.

It suggests a recycling target from demolition in excess of 80% and separates categories of super structure waste, external works and drainage waste, and waste from site accommodation such as food, paper and aluminium cans.

This report sets out a schedule of tables requiring completion by categories by the principal contractor who must then keep this Waste Management Plan on site for two years after completion.

Infrastructure contributions

The applicant has submitted a draft Unilateral Undertaking but it contains none of the confirmed elements and obligations. However, the applicant's submitted Planning Statement does set out the list of expected contributions towards development infrastructure in the form of outdoor recreation and equipment contributions totalling £91,394. It also includes County Council contributions towards education, fire and rescue and transportation totalling £111,129. However, the County Council's actual calculation (which appears in this report) states that the contributions would be £71,671 towards education, £978 towards fire and rescue and £61,290 towards transport giving a total of £133,939 which, added to the £91,394 for outdoor recreation and equipment, totals £225,333.

7. CONCLUSION

It is considered that the existing building, whilst identified as being of local interest, has no strong architectural merit and makes no great contribution to the character of the Seafront and Hinterland Conservation Area such that its demolition should be resisted and on this basis and subject to the current design of the proposed development, it is considered that Conservation Area consent should be granted.

In respect of the proposed building which is designed as two parts with a linking tower, the issue appears to be less of design rather than height. This report expresses concern with the overall height of the building which is in excess of its neighbours and the prevailing height of the sea front generally. However, subject to careful detailing and handling of the upper floors above parapet level, it is considered that the extra height would not be so harmful in terms of its streetscene and relationship with the neighbouring buildings such that permission should be withheld.

Concern has also been expressed with regard to the impact of the building upon the amenities of the local residents in Brunswick Road and Thorn Road,

particularly in relation to overshadowing. The Daylight and Sunlight Study suggests that there would be some impact from the development but this is not considered to be so excessive given the other benefits from the improvement and redevelopment of the existing site with the addition of controls through conditions, that the application should be refused.

In terms of traffic, whilst there would be some increase, this would not be so significant over the period of the average day such that it would cause nuisance and disturbance over and above that currently experienced by residents from the existing use given the town centre location. The CPZ should not be affected by the development with the number of existing spaces being retained, albeit moved due to a change in the access position. This will require the road build out, with tree planting, not to be formed. It is therefore considered that, on balance, the greater benefits to the town through the investment of a new hotel, providing long term jobs and putting a marker down for visitors and tourists in the future, would benefit Worthing in the longer term and improve the appearance of the site and the Conservation Area with little additional harm to the residential amenities of the neighbours. The scheme is, consequently, recommended for approval subject to conditions.

8. RECOMMENDATION

WB/10/0281/FULL

THAT THE DECISION BE DELEGATED TO THE EXECUTIVE HEAD OF PALNNING, REGENERATION AND WELLBEING TO AWAIT THE COMPLETION OF A LEGAL AGREEMENT IN RESPECT OF DEVELOPMENT CONTRIBUTIONS TOWARDS EDUCATION, FIRE AND RESCUE AND OUTDOOR RECREATION SPACE WITH A VIEW TO PLANNING PERMISSION BEING GRANTED SUBJECT TO THE FOLLOWING CONDITIONS:-

1. C1A Standard full condition 5 YEARS.
2. Approved drawings.
3. Completion of the hotel, restaurant and residential to be at the same time.
4. Architectural details to be agreed (doors, windows, balconies, balustrades, glazed curtain walling etc.).
5. Materials and finishes.
6. Level 3 of the Code for Sustainable Homes required for the residential element.
7. BREEAM good rating to be achieved for the non-residential elements.
8. Combined aerial system only.
9. Use of balconies and terraces.
10. Boundary treatment
11. External lighting to be agreed.
12. Provision of bin stores.
13. Provision of cycle parking.
14. Provision of car parking.

15. Vehicular access details to be agreed.
16. Stopping up of existing access.
17. Basement design check.
18. Travel Plan for hotel/restaurant and residential to be agreed.
19. Opening times for restaurant – 0700 – 2400 hours.
20. Extraction for restaurant to be agreed.
21. Details of plant and machinery and associated noise emissions to be agreed.
22. Hotel and restaurant delivery times – 0700 – 1900 hours.
23. Hard and soft landscaping to be agreed.
24. Hours of construction – 0800 – 1800 hrs Monday – Friday, 0800 – 1300 Saturday, no Bank Holidays.
25. Foul and surface water drainage.
26. Investigation of contamination.
27. Precautionary contamination condition.
28. Method Statement for construction (to include construction vehicles, storage/delivery of materials/plant, hoardings, wheel washing, dust control and waste disposal).

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.

WB/10/0287/CAC

Conservation Area Consent be granted for the demolition of the existing building subject to the following conditions:-

1. Standard time limit 5 years.
2. No demolition before contract.
3. Demolition method statement to be agreed.
4. Hours of demolition.

9. BACKGROUND PAPERS

Observations of the Conservation Area Advisory Committee
Observations of English Heritage
Observations of the Environment Agency
Observations of the Executive Head of Health, Housing and Community Safety
Observations of the Local Development Division of West Sussex County Council
Observations of the West Sussex Design Surgery
Observations of the Planning Policy Manager
Observations of the Housing Manager
Observations of the Crime Prevention Design Adviser for Sussex Police
Observations of the District Valuer
Observations of the Tourism Development and Marketing Officer

Observations of the Worthing Society
Observations of the Worthing Astronomical Society
Observations of the Worthing Medical Group
Observations of the Owner of the Burlington Hotel
Letters of Representation from Members of the Public

19th January 2011