Application Number: ADC/0236/07 **Recommendation – APPROVE**

Site: **Public Car Park (north side), Pond Road Shoreham-by-Sea**

Proposal: **Removal of prefabricated offices and extension to public car park (24 additional spaces) with 2 lighting columns (ADC Reg 3 application)**

The Application

The application, submitted by this Council, relates to 0.13 hectare on the north side of the existing public car park, adjacent to Shoreham Community Centre. The site lies in the Conservation Area, to the south of Western Road and the railway embankment and to the east of houses at No's 57-63 John Street.

Since the 1970s, there were two prefabricated buildings on the site, originally erected as Adur District Council temporary offices but subsequently let to other organisations including the Citizens Advice Bureau. The western one of the two buildings has recently been removed and the land levelled.

As amended in response to WSCC's coments, the proposal is to increase the size of the car park from 69 spaces to 93 spaces in two phases. Phase one would provide an additional 18 spaces plus 3 motorcycle spaces, 4 of which would be temporary until phase two is completed. Phase two would be implemented when the Citizens Advice Bureau have relocated to new accommodation and would provide an additional 10 spaces. The car park will be re-lined to mark out the new parking bays, which will include the increase in size of the existing disabled bays to minimum standards with the addition of one extra to meet WSCC standards of 1 disabled persons car space per 20 car parking spaces, and the introduction of 3 motor cycle spaces, again to WSCC standards of 1 m/c space per 30 car parking spaces.

As part of the proposed scheme, alterations would be made to the site including a 1.8m high close boarded fence on the north-west corner of the site; two new lighting columns; a new pay and display machine on the northern side of the site; and modifications to the existing pedestrian footway to the west of the existing recycling bins.

Access to the car park will remain as existing (from North Street).

Consultations and Representations

County Transport Planning Services: No objection subject to the number of disabled car parking spaces meeting the W.Sussex standard of one disabled space per 20 spaces, and also that motorcycle parking is provided at a ratio of

1 m/c space per 30 car parking spaces (NB. the plans have been amended accordingly). Suggests a condition be imposed requiring prevention of glare from the proposed lighting columns onto the public highway.

Director of Services: The EHO has no comment.

Environment Agency: No objection.

Adur District Conservation Advisory Group: No objection providing the lamps match existing ones and the flint wall is rebuilt.

Third Parties: 3 letters have been received from residents at No's 49, 57 & 59 John Street expressing the following concerns:-

- The boundary should be replaced with a brick wall to match the remainder; it should have been replaced after it was demolished, not by a 1.8m high wooden fence.
- There needs to be a pedestrian access as per the established exit that has been used for the past 10 years.
- All the existing trees should be retained and sufficient extra trees planted to reduce emissions from the additional cars and screen the view of the cars.
- The proposed lights should face away from the houses and be turned off at midnight.
- Additional noise would be caused by the extra spaces.
- The 4hr car parking time limit is of no use to residents.

[NB. The residents of No's 57 & 59 John Street have requested to speak at the committee meeting]

Relevant Planning Policies and Guidance

Adopted West Sussex Structure Plan 2001-16 (WSCC 2005): LOC1, CH4, DEV1, DEV4-5
Adopted Adur District Local Plan 1993-2006 (ADC 1996): AG1, AG2, AB3-4, AB15, AB25-27, DP.AT1, AT6, AT12
Adur Development Plan – Submission Core Strategy 2006-26 (ADC 2007): R1, STC1, STC3, T4, ENV10
'A Strategy for Shoreham Renaissance' (2006)

Planning Assessment

Policies

The proposal fuly accords with the Local Plan because the site is specifically subject to policy DP.AT1 of the Local Plan which states:-

> "Land at Pond Road, Shoreham-by-Sea, as shown on the Proposals Map, is allocated as an extension to the Pond Road Car Park. Subject

to detailed consideration, development is likely to be in two phases. A landscaping scheme will be required as part of the development".

The Local Plan seeks to encourage access for people with all forms of disability, elderly people and those with children in pushchairs (AG2) and ensure that development does not reduce safety or worsen traffic conditions materially for existing highway users or would incorporate satisfactory remedial measures (AT12). Policy AB4, taking into account the statutory duty to pay special attention to the desirability of preserving or enhancing the character or appearance of Conservation Areas, requires development to be of high standard of design and construction materials. AB3 states that permission will not be granted for development that would generate a level of traffic flow or other activity likely to affect adversely the character of the Conservation Area.

Submission Core Strategy policy T4 relates to public car parking. It states that "as part of the aim of promoting more sustainable transport and to discourage unnecessary car use whilst maintaining the economic vitality of the community, no more car parking will be provided than is necessary to ensure good access to facilities". Sites for new car parks must meet criteria comprising clear need, suitable location to support local economy or community facilities, and no significant negative visual and environmental impacts.
Policy STC3 relates to the objectives of 'Shoreham Renaissance' and is referred to below.

Structure Plan policy DEV1, states that development should not be permitted unless the construction, layout, scale, appearance and landscaping are of high quality taking into account the need to, amongst other things, integrate with and where possible enhance adjoining land uses and minimise conflicts between land uses and activities; have regard to context including site characteristics, townscape/streetscape, views into and out of the site and building styles and materials.

Shoreham Renaissance

Shoreham Town Centre has been identified as a key location for regeneration and in 2006, the document 'A Strategy for Shoreham Renaissance' was published with the aim to "regenerate Shoreham town centre as a sustainable community possessing economic, social and environmental diversity". This is set out in policy ST3 of the Adur Development Plan Submitted Core strategy, which states that, amongst other things, key sites for development will be unlocked; improved community facilities in the heart of the town centre will be secured; schemes to reduce through traffic and improve pedestrian and cycle routes into and through the town centre will be encouraged and development will be required to respect conservation areas.

One of main objectives of the movement strategy as set out in Shoreham Renaissance is to prevent 'traffic churn' throughout the town centre by providing a co-ordinated approach to public parking, which in some instances

will require the closure of some of the towns smaller car parks (in this instance Ship Street car park) and rationalisation of others.

The Council's Policy and Strategy Committee, on 5 December 2006, resolved that the Ship Street car park site be disposed of for redevelopment as set out in Shoreham Renaissance strategy, subject to extra spaces being provided at Pond Road to compensate for the loss.

The land owned by the District and County Councils at Pond Road is identified in the Shoreham Renaissance strategy as the "most significant and highest profile opportunity site in the town". It is proposed for redevelopment to reinforce its critical role as a community hub for the town incorporating the various community uses in new buildings, a landscaped public square, public parking and enabling housing development.

The extension of the Pond Road car park as proposed does not of itself accord with the Renaissance strategy but the proposals of the strategy for the Pond Road area are long-term. It is not considered that the present application would be prejudicial to eventual redevelopment and it is necessary to unlock the development potential of the Ship Street site.

Parking levels

The proposed extension is to compensate for the loss of the Ship Street car park which has 17 car parking spaces. The proposal, with 18 spaces in the first phase and 24 upon final completion, would result in a small net increase in spaces. Whilst the site is further from Shoreham High Street than the Ship Street site, it is still within a reasonable distance and should help lessen the amount of 'traffic churn' back on the narrow one-way streets.

Visual amenity

The removal of the prefabricated temporary buildings, which have remained on the site for much longer than originally intended, would clearly enhance the character and appearance of the Conservation Area. One has already been removed.

The very tall north boundary wall would prevent cars on the proposed car park extension from being seen from the north. The wall is lower towards the west end (about 1.5m) and on the west side. There is only a 1.5m chain-link fence on the NW corner. However, the trees on the western boundary close to the corner are considered sufficient to prevent the proposals from having an adverse effect on the outlook from the houses on the opposite side of the road (John Street).

A 1.8m high close-boarded fence is proposed to replace the existing damaged 1.5m high chain-link fence on the NW corner of the site. The main reason for it is to improve the security of the car park and prevent access by pedestrians from this side. Some residents have objected to the proposed fence on grounds of being out of keeping with the area and preventing pedestrian

access. It is not denied that a flint wall would be highly desirable but it is not feasible to include it in the scheme. It is not considered that the reasons given by residents justify refusal of the proposed fence particularly given that Shoreham Renaissance eventually proposes redevelopment of the whole site but it is considered that its height should be no greater than the flint walls either side (which are about 1.6m).

Two trees are proposed to be removed. These are inset from the NW corner by approximately 10m and are small specimens only about 2m in height. They cannot be retained without considerably reducing the capacity of the car park and it is not considered that their amenity value is so significant as to justify refusal.

The proposed parking spaces in phase two will be set back from the eastern boundary of the site by 15m and will ensure that the two sycamore and two Prunus trees are retained.

Residential amenity

It is not considered that the proposed car park enlargement would have a significant effect on the amenities of residents on the opposite side of John Street in terms of noise or disturbance, particularly with the proposed erection of the close-boarded fence on the NW corner.

The details of the proposed lighting columns have not been submitted and consequently a condition needs to be imposed requiring details. It is stated that they would be selected to ensure that light is dispersed away from the road and the dwellings and that the columns will match as near as possible those of the existing car park.

Recommendation

APPROVE for the reason that:-

The proposal accords with development proposal DP.AT1 of the Adur District Local Plan and would also enable the redevelopment of an existing public car park site for housing in accordance with the Shoreham Renaissance strategy. It would assist in preventing additional on-street parking and would not detract from highway safety. It would preserve and enhance the character and appearance of the Conservation Area and would accord with the relevant policies of the Adur District Local Plan (AG1, AG2, AB3-4, AB25-27, AT6, AT12) and the West Sussex Structure Plan 2001-16 (LOC1, CH4, DEV1, DEV4-5)

1. C1Ci (Standard time limit)
2. C7Ci (Details of fencing and light columns to be approved)
3. C6Ji (Lights to be angled/cowled to prevent glare)
4. C14A3 (Permission relates to application as amended by plan Rev.A received on 15 May 2007)

Cont.

5. C11D (Retention of existing trees shown on plan and protection during construction work, etc)

6. The existing flint boundary walls shall be retained and protected during construction. In the event that any parts are damaged during construction, they shall be repaired or rebuilt with matching materials within a period of 3 months from the time that the damage occurred.

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