

Angmering Parish Council and Angmering residents are keen to see this site redeveloped and the removal of the derelict buildings which, for too long, have been an eyesore and a threat to public health.

We would draw to the Inspector's attention our previous objection to the proposal as below

Start of original objection.

APC Concerns are ;

- Impact on Conservation Area with apartments neighbouring Eachways and looking onto the High Street.
- Overdevelopment of site
- Lack of off road delivery area for retail outlet
- Safe access from the site across the High Street to the shops and to transport links
- Flooding - Water Lane

Assessment Against Angmering Neighbourhood Plan

Chandlers Allocation Criteria

HA3 Does the development provide at least 20 dwellings?

Yes the proposal is for 33 apartments and a 380 sqm retail store so exceeds the allocation amount.

HA3 Has the development been designed to reduce the risk of flash flooding to new and existing properties? (See also EH3)

There is evidence that this site flooded 2002,2012,2014 and therefore a clear response from WSCC LFA is essential.

A flood risk assessment and drainage strategy have been submitted with the application. The Environment Agency has no objection subject to conditions.

HA3 Does the development provide an additional dedicated pedestrian crossing to enable safe crossing of Water Lane and to link into the existing footpath network around Cumberland Avenue to provide the best possible 'safe route' access to the centre of the village and local schools? (See also TM2 re protecting existing PROWs and improving pedestrian and cycle routes).

No additional pedestrian crossing is provided, and WSCC does not support the proposed footway widening along Water Lane as this would not be appropriate given the level/type of traffic that is carried on Water Lane and the fact that pedestrian access is also being provided into /through the site via High Street. However, WSCC does support the proposal for dropped kerbs and tactile paving proposed outside Eachways to aid pedestrian access to the northern footway along Water Lane and the public right of way.

HA3 Does the development provide additional short-term parking spaces for shoppers using the core retail area as part of the development? (see also HD8 Does the development follow WSCC parking standards?).

12 spaces are provided for the proposed retail store on the site, but these are likely to be restricted to customers of that store only. WSCC comments that this provision is below the parking standards for retail development and should be supported by surveys of other convenience stores to support the case that there will be a higher proportion of on-foot customers and higher turnover of spaces than for larger retail stores.

HA3 Have the risks from any potential contamination been fully investigated in line with Environment Agency recommendations?

A contamination report was submitted with the application and the Environment Agency and ADC Environmental Protection Officer are satisfied subject to conditions.

Type of Housing

HD3 For sites of more than 6 dwellings does the applicant demonstrate how they have sought to meet local needs?

The applicant's case is that there is a need for older persons housing because of demographic and that this would free up existing under-occupied family housing. They claim that 45% of residents come from the local area in their other developments.

HD3 Does the development provide for a mix of housing sizes and the delivery of more smaller and fewer larger dwellings?

All dwelling proposed are small apartments. However, all are market housing and no on-site affordable housing is proposed. Instead, the applicant is proposing to contribute to off-site affordable housing. ADC's Housing Officer is objecting to the lack of on-site affordable provision.

HD3 Do at least 25% of dwellings meet Lifetime Home Standards or its equivalent?

The applicant claims this to be the case, and it is likely given the age-profile of proposed residents.

Character and Design including Impact on the Conservation Area

EH1 Does the Design and Access Statement and accompanying drawings provide sufficient detail for proposals to be properly understood? Do the drawings show the proposals in relation to their surroundings and include a street elevation and sections across the street? For larger developments, including all proposals for new or replacement dwellings, are three-dimensional drawings from at least two viewpoints provided? Are rendered elevations, clearly indicating the proposed palette of materials, provided? Are details of how window openings relate to the elevation (i.e. are they flush or set back?) provided?

HD7 Is the density appropriate for; and in keeping with; the setting of the immediate surrounding area? If the site density is greater than the immediate surrounding area has clear justification been provided to support the need for a higher density development and how effectively the design integrates into the surrounding built form or landscape?

HD5 Has the applicant properly demonstrated how they have considered the impact of the proposed built form on their surroundings? Where appropriate, does the development follow established plot widths within streets, follow the character of the existing build form and create a positive addition to the current style and mix of the area (with reference to the Angmering Character Areas)? If any new buildings are over 2.5 storeys has it been demonstrated that the proposal would be in keeping with its surroundings? Has the new developments paid particular attention to integration with both the character of nearby development as well as its landscape setting?

HD4 Is the development by virtue of its materials clearly inharmonious with the immediate surrounding area? Have materials such as stock brick, flint, hanging clay tiles and pastel renders been integrated into the design of development where possible? Are the materials used for paved surfaces appropriate to

the setting with a preference given to permeable surfaces? Is any street furniture of a high quality to match and reinforce the current village lighting columns and bollards?

Generally the level of detail provided is good with coloured drawings, street scenes, sections and details of materials proposed. The massing drawings in the Design and Access Statement are particularly useful.



Building Massing study viewed from the East



Building Massing study viewed from the West

The density exceeds that of the surrounding area both in terms of number of dwellings and proportion of the site covered with buildings. The apartments are all two storey, albeit with high roof pitches which make the bulk of the buildings generally higher than surrounding dwellings. Ground levels to the rear (Cumberland Crescent) are higher which may mitigate this impact. However, the height of the building fronting onto High Street is particularly concerning given that this part of the site is in the Conservation Area and adjacent to a Grade II listed building 'Eachways', which the drawing below shows is much lower in profile.





The frontage onto High Street is currently very 'green' with mature trees and, whilst landscaping is shown in front of the proposed building, there will be pressure to reduce the scale of existing trees to provide more light to the dwellings as this is the south elevation.

The amount of built development proposed on the site does limit the opportunity for amenity space and biodiversity. However, the ADC Landscape/ Greenspace Officer thinks this level is acceptable given the age of the residents and the current built-up character of the garage site.

Community Infrastructure

HD9 Is there the necessary capacity in the community and physical infrastructure and services available to support the increase in population?

WSCC proposing financial contributions towards library and fire and rescue services.

HD9 For sites of 30 or more dwellings, or planned large multi-phased development, has the applicant ensured that infrastructure and services are broadly sufficient to address the impacts arising from the growth in population?

Applicant not proposing any additional infrastructure.

CW1 For sites of 10 or more dwellings are developer contributions to be provided towards the funding of a youth centre development?

Applicant not proposing any contribution and would argue that a retirement development would not generate this need.

CLW4 Does the development make adequate provision for the health needs of new occupiers either on or off site? Where off site provision is proposed is an adequate financial contribution towards provision proposed?

No health infrastructure is proposed by the applicant. It is understood that there are two other new care homes being built in Angmering. Contributions should be sought towards improved health facilities for the increase in the older population.

TM1 Has it been demonstrated that adequate and satisfactory provision has been made to mitigate the impact of the traffic generated both during development and on completion?

TM1 Has it been demonstrated that the level of traffic which has to travel through the village conservation area, is minimised through the provision, where possible, of improved vehicular and pedestrian access to key locations in the village, particularly the schools and the railway station?

The Transport Statement submitted with the application indicates an increase in vehicle movements compared to the garage use but WSCC is satisfied that most of these will already be on the local network. There are no specific parking standards for retirement flats and each site is assessed separately with it being down to the developer to provide evidence of an acceptable level. The Transport Statement includes a report by Dr Alan Burns which justifies an overall provision of 26 spaces for the 33 retirement apartments.

The delivery/loading bay to the front of the convenience store may be used by customers if no TRO or enforcement. WSCC also recommends double yellow lines along Water Lane. Overall WSCC has no highway objections subject to issues to be resolved on traffic and pedestrian visibility issues when delivery bay in use.

Angmering Parish Council Response

Angmering Parish Council objects to the proposed development on the grounds that it conflicts with the made Neighbourhood Plan in the following ways:

- The density, massing and design of the proposed development is out of character with its surroundings and would be an over-development of this site. The proposed buildings appear excessive in scale compared to adjacent buildings, and would be harmful to the character of the Angmering Conservation Area and the adjacent Grade II Listed Buildings of Eachways and the Lamb Inn. This is contrary to policies HA3, HD5 and HD7 of the Neighbourhood Plan and policies D SP1, D DM1, HER DM1 and HER DM3 of the Arun Local Plan. It is recommended that the amount of residential development on the site be reduced and the scheme redesigned to reflect the density and building heights of the surrounding area. Attention should be paid to the comments of the ADC Conservation Officer and the Arun District Conservation Area Advisory Panel. Neighbourhood Plan Policy EH1 applies.
- The proposed retail store, as well as contributing to the over-development of this site physically, is also likely to generate additional car parking pressure. The proposed parking provision for this store does not meet adopted parking standards for retail stores, contrary to policy T SP1 of the Arun Local Plan and does not provide additional short-term parking spaces for shoppers using the core retail area as required under policy HA3 of the Neighbourhood Plan. Given the impacts of the pandemic and the recent changes to Permitted Development Rights which allow conversion of shops to residential, it is considered more important to support existing shops than provide new ones. It is recommended that

the shop unit be deleted and the economic benefit of this scheme be provided in the form of public car parking on the site.

- Further work needs to be undertaken by the applicant to demonstrate safe pedestrian access to the site from the retail area in accordance with HA3 and TM2 of the Neighbourhood Plan, especially given that WSCC does not support the widening of the pavement along Water lane as currently proposed. Although WSCC is not in agreement with widening the footway over the whole length of the development, there should be a localised widening at the pinch point at the western end of Eachways. In addition, there should be dropped kerbs, tactile paving and a pedestrian refuge provided in High Street at the pedestrian entrance to the east of Eachways.
- The proposed financial contribution towards affordable housing rather than on-site provision is contrary to Policy AH SP2 of the Arun Local Plan. However, if a financial contribution is acceptable to Arun District Council then it should be ring-fenced for the Angmering Community Land Trust to support the site at Mayflower Way allocated for 12 affordable dwellings.
- The proposed provision of accommodation for older people is likely to increase the demands on the health infrastructure in Angmering, especially when considered in combination with the other two care homes proposed in the village. Contributions should be secured from the applicants to improve this healthcare provision.

End of original objection.

Response to Appeal

The Councils preference would be for a housing development with affordable housing available for local people, however, the applicant has submitted revised plans and proposals which they believe mitigate against some of the objections to their previous proposal. The Parish Council would look more favourably on the proposal if the following are met by the new proposals and plans,

- That the ADC's Conservation Officer and the District Conservation Area Advisory Panel are reasonably satisfied that the Scale and Design of the proposed buildings now overcome their previous objection,
- That the retail unit should be deleted for the reasons stated in our previous objection.
- That the footway fronting the proposal is locally widened outside Eachways and two formalised crossings are secured, one on Water Lane outside Eachways and one on High Street, as detailed in the WSCC (Highways) Consultation response dated 12/10/21
- That sufficient parking is provided within the site to obviate any need for parking on the highway
- That a financial contribution is made to offset the requirement for affordable housing and is ring fenced for the Angmering Community Land Trust to support the site at Mayflower Way allocated for 12 affordable dwellings