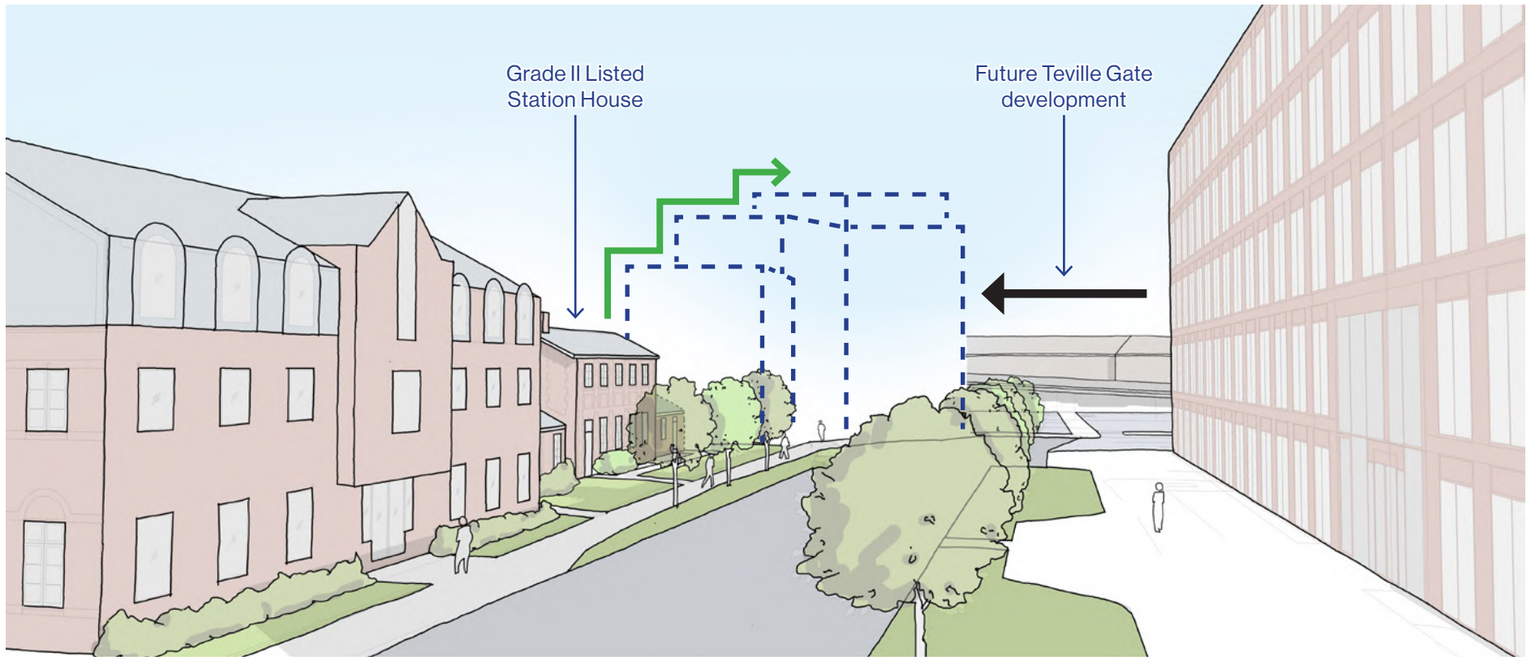
4.0 Design Development

4.01 Contextual Response

1 - Approach to site along Railway Approach looking east



Despite recent improvements made by Worthing District Council to footpaths and landscaping along Railway Approach the view looking east towards the Broadwater Road & Morrisons remains a bleak eyesore.

There is an opportunity to deliver an attractive building to terminate the view along Railway Approach and to screen the unsightly Morrisons Service Yard and Broadwater bridge beyond.

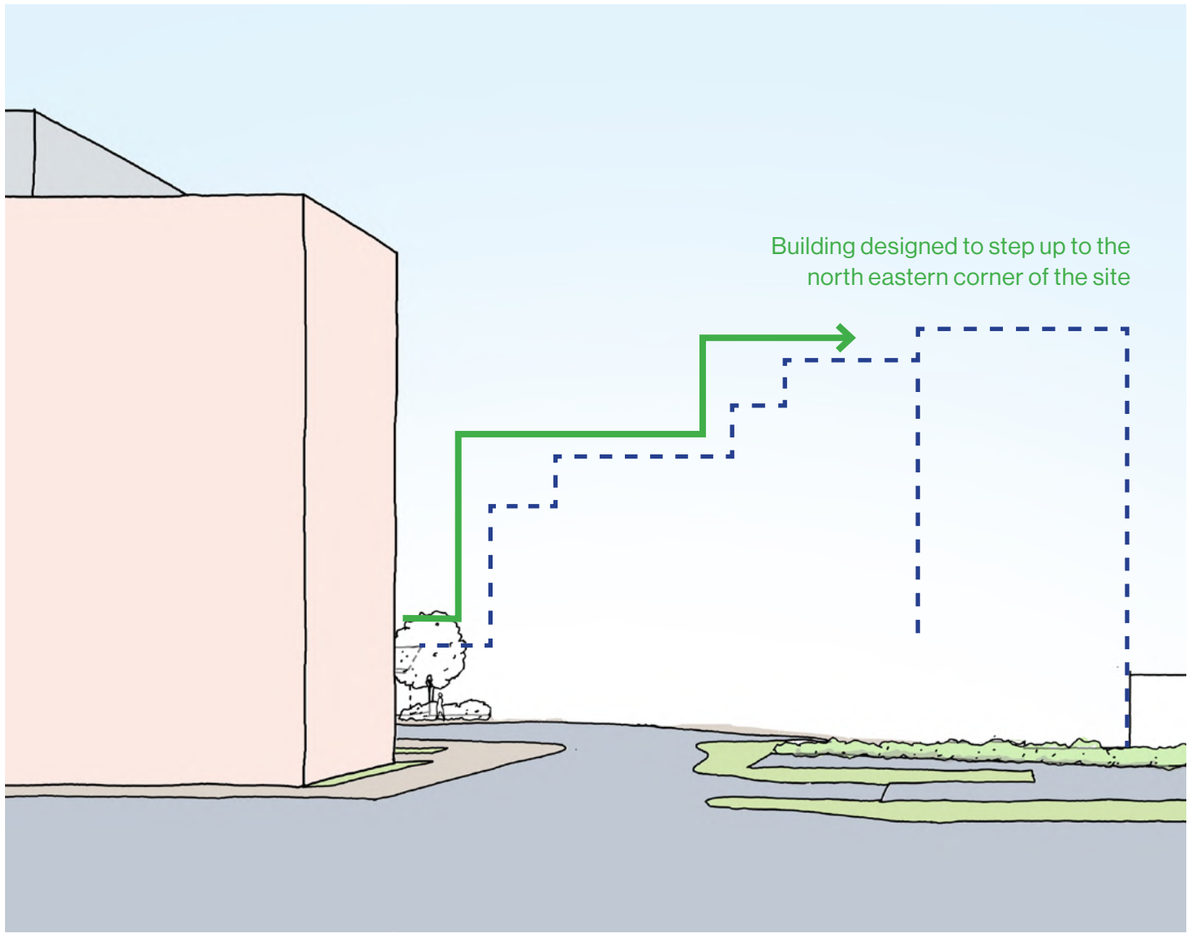
This has the potential to deliver further enhancements to the public realm at the entrance to Worthing, supporting the council's objectives to create a more attractive and cohesive streetscape as established through recent improvement works.

In response to the pre-application feedback received, the proposed scale has been graduated towards the eastern boundary away from the more sensitive boundary with the Grade II Listed Station House.

4.01 Contextual Response

2 - Approach to site from the Teville Gate site looking north

The existing view looking north from the future redeveloped Teville Gate site is empty and barren, compromising the councils vision for the area.



There is an opportunity to introduce an attractive building to terminate the vista on the approach to and from the Teville Gate redevelopment site. This important route will connect Worthing Station to the town centre.

The proposed scale of the building can be stepped up to the eastern boundary of the site away from the heritage building creating a focal point on the approach from the south leading from Worthing town centre.

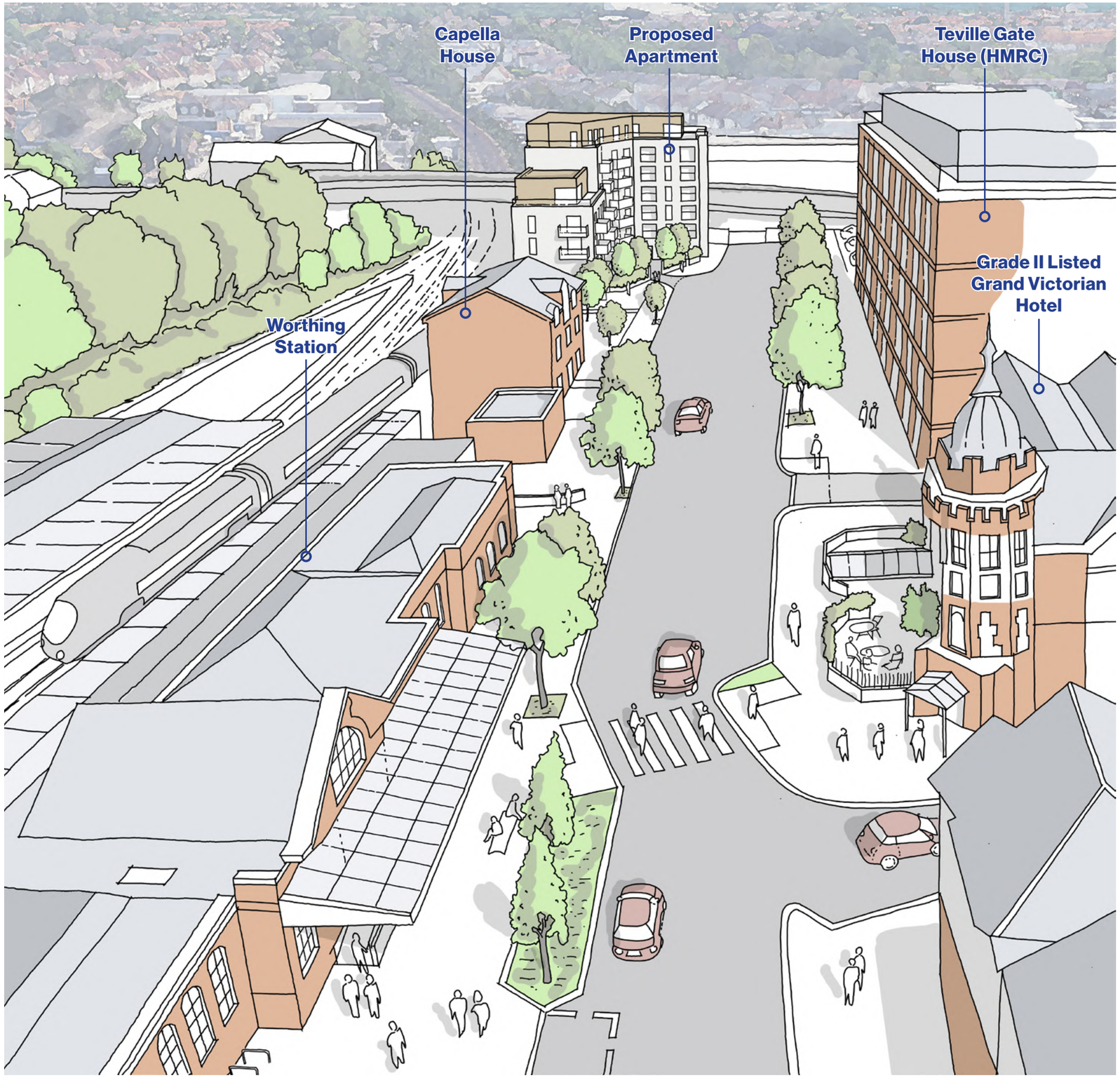
4.02 Sketch Proposals

The illustration opposite highlights the value of delivering an attractive new apartment block in this important location.

The birds eye view clearly demonstrates how a design of this nature can complement the existing surroundings and dramatically enhance the aspirational regeneration of the future Teville Gate site.

From this view it is apparent that this design can help to obscure the unsightly vista to the north east corner of the existing site and directionally lead pedestrians and cyclists around the corner and through to the future Teville Gate Development and onwards towards Worthing Town centre.

The palette of materials will provide a contrasting counterpoint to the existing dominating red brick making the apartments feel lighter in stature.



4.02 Sketch Proposals

1 - Proposed approach to the site along Railway Approach looking east

2 - Proposed approach to site from the Teville Gate site

5.0 The Proposed Scheme

5.01 Site Layout

A single storey extension is introduced to the eastern wing of Station House to create greater separation. This will also balance the overall elevation creating symmetry in the street scene.

Building form is proposed to graduate down towards the new extension to Station House

Green roofs to the terraces, enhancing biodiversity and reducing surface water run-off.

L shaped building in this location can act as a directional signifier leading pedestrian and cyclists southward through the future development site whilst also providing screening of the undesirable view towards the flyover and service yard.

Attractive landscaping around existing hedge and tree

The boundary between the public / private realm is defined with a low level wall and hedgerow planting.

The new proposed vehicle access to the site is to be positioned centrally to the undercroft, with the view through to the car park terminated with a raised planter and hedge.

Tree and hedge planting is proposed either side of the entrance to create an attractive street frontage.

The relationship to the eastern boundary has been carefully considered to not restrict any future development on the Service Yard.

L shaped building helps to terminate three key vistas surrounding the site, the view from Railway Approach, the approach from the Teville Gate site and the busy east / west pedestrian route below the flyover leading from Morrisons.

The scheme provides an active frontage to the public realm by introducing several points of entry, one central gated vehicle entrance and two separate pedestrian entrances leading to each core.

Proposed Site Layout

0 2 5 10m
1:200 @A3

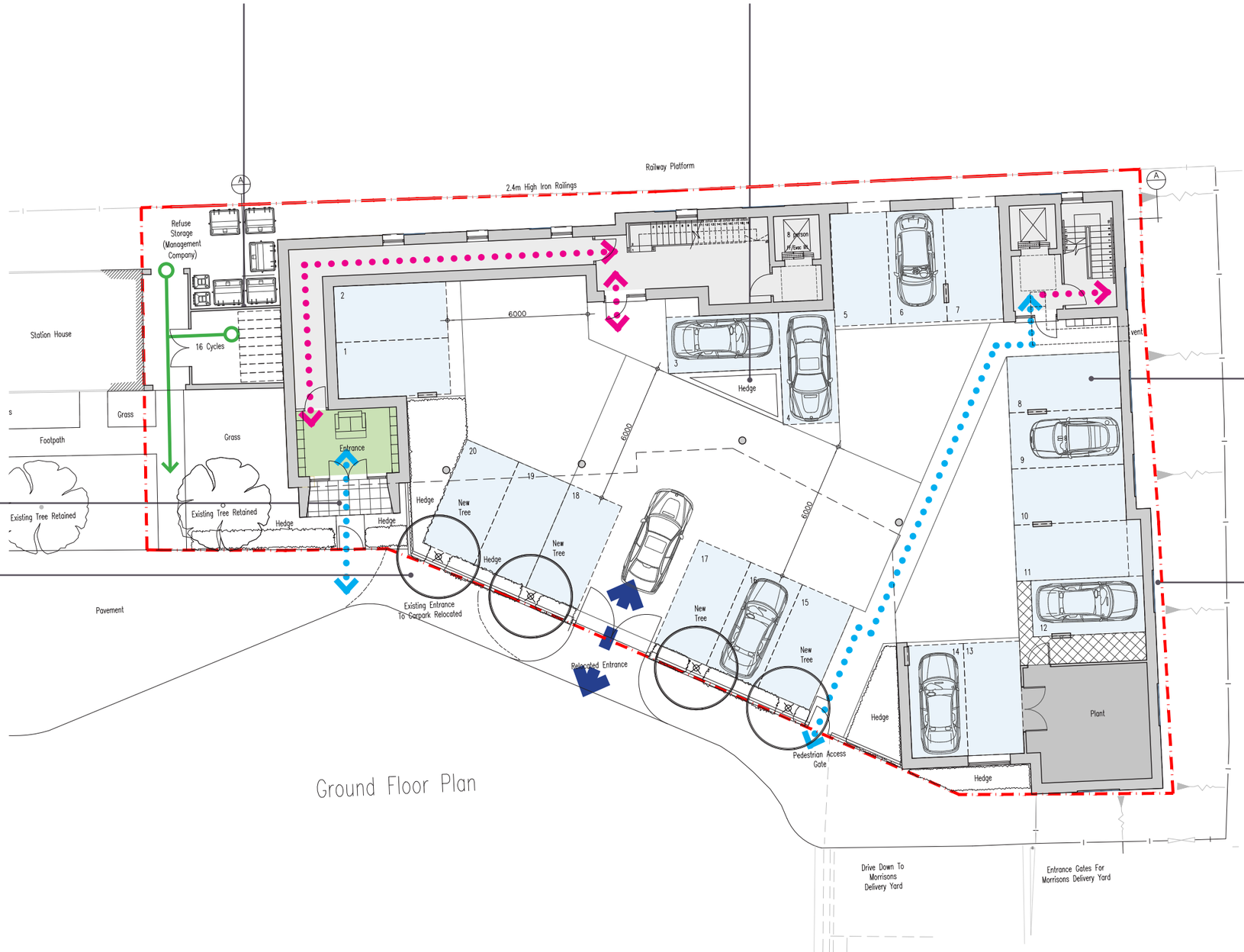
5.02 Ground Floor Site Layout

The single storey extension is used to created a communal bin & bike store for residents.

Raised plant bed proposed to soften views from the public realm into the parking undercroft

Principal front entrance proposed as a clear focal point on approach to the block. The design intent is to create a welcoming and functional entrance space that enhances both the external appearance and internal circulation of the block.

Trees and hedgerow planting are proposed to extend the recent landscape improvements along Railway Approach, continuing the rhythm in the street scape and soften the frontage of the proposal.



Undercroft parking for 20no. spaces which are reserved to be used by the existing Capella House and Station House offices.

No openings are ground floor along the eastern boundary.

Ground Floor Plan

Key

- Site
- Vehicle Access
- Approach to Entrances
- Internal Circulation
- Communal Access
- Main Entrance
- Plant Room
- Circulation
- Parking Spaces

N

Proposed Ground Floor Layout

1:200 @A3

0 2 5 10m

Architectus

5.03 Upper Floor Layouts

The proposed block is 6-storeys above undercroft parking with a penthouse floor on the 4th & 6th floors, which is intended to step scale away from the western boundary.

The proposed typical floor plan which replicates over the 1st - 3rd floors accomodate 6no. flats which are to be access via two separate stair & lift cores. There are 4no. 1B2P and 2no. 2B3P apartments on these typical floors.

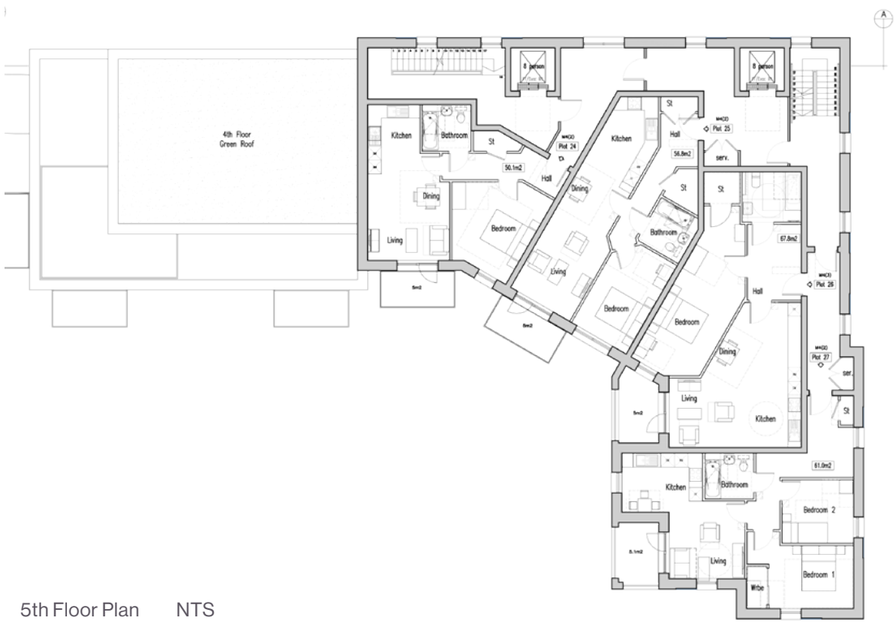
The larger two bedroom apartments are dual aspect with the one bedroom units main aspect orientated towards Railway Approach and away from the railway line.

The communal corridors and ancillary spaces within the apartments have been positioned to the rear of the block to create a buffer to the noise output of the railway line and A24, creating comfortable ambient noise level in the apartments.

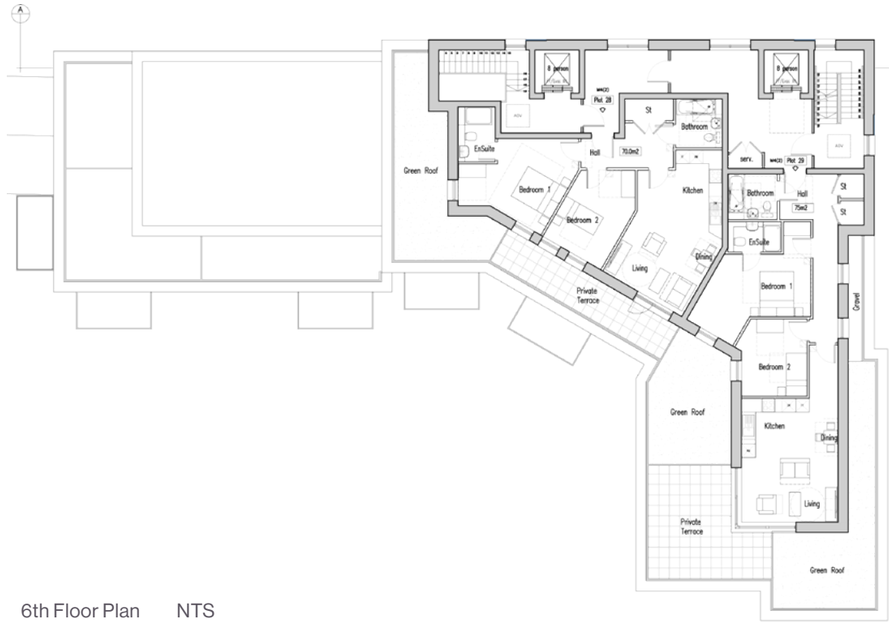
The typical floor plan is continued up through the block but changes at the 4th & 6th floors where the apartments are pulled back from the outer footprint of the block, providing terraced amenity spaces.

All other flats benefit from their own balcony amenity space which are accessed from the main amenity space and are either projecting or recessed..

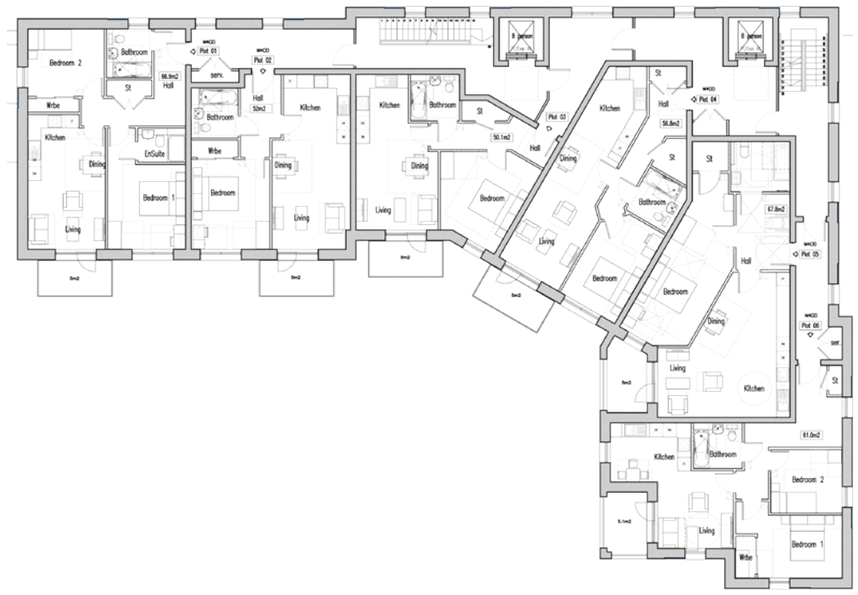
All apartments are designed to comply with the minimum space standards as set out in the NDSS.



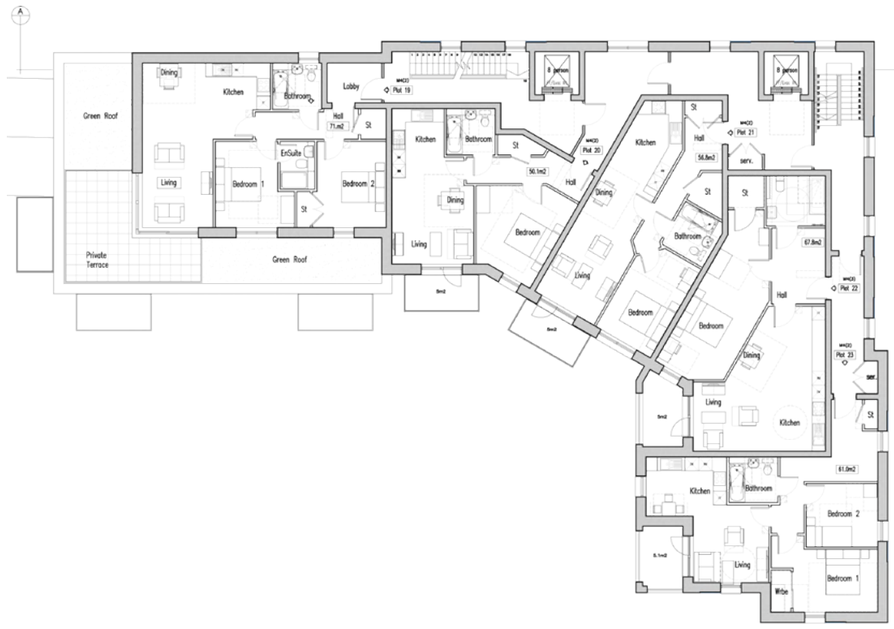
5th Floor Plan NTS



6th Floor Plan NTS



1st - 3rd Floor Plans NTS



4th Floor Plan NTS

5.04 Use & Amount

USE

The site is currently in use as a car park, serving the Capella House & Station House Offices. It has 27no. parking spaces which are not often fully occupied.

The proposal seeks the erection of a new residential block, providing communal bin and cycle storage and the retention of a car parking area for the use of the neighbouring offices.

AMOUNT

The scheme looks to provide 29no. much needed homes in a town centre location. Of the apartments 6no. are to be provided as affordable which equates to a compliant provision of 20% of the apartments in the block. The scheme also provides 1no. M4(3) unit in Plot 5 on the 1st Floor.

A dedicated communal secure cycle store is located to the west of the site which provides 16no. cycle spaces, which is 1no. space more than the WSCC requirement.

The development retains on-site car parking provision of 20no. spaces for the existing adjacent office use only. The residential use of the site is proposed as car-free, consistent with Principal C of the WSCC Guidance and the site being in a highly sustainable location. This principle discussed further in the supporting Traffic Assessment.

5th Floor Plan NTS

6th Floor Plan NTS

1st - 3rd Floor Plans NTS

4th Floor Plan NTS

Key

- 1 Bedroom 2 Person
- 2 Bedroom 3 Person
- 2 Bedroom 4 Person
- Circulation Space
- M4(3) Apartment
- Affordable Unit

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5.05 Sustainability

The delivery of an apartment block in this location ties in with the Council's aspirations for the future development of the Teville gate site.

The creation of a high quality, permeable, public realm that prioritises pedestrian and cycle use will form a fundamental role within the realised masterplan and place less reliance on individual car ownership.

The development of the proposed carpark site will transform the setting by providing a high quality design within an otherwise unsightly corner of the Council's future regeneration project.

The design will promote a fabric first approach to energy conservation and will take advantage of the close proximity of the main train station, bus routes and existing taxi rank as methods of sustainable transport.

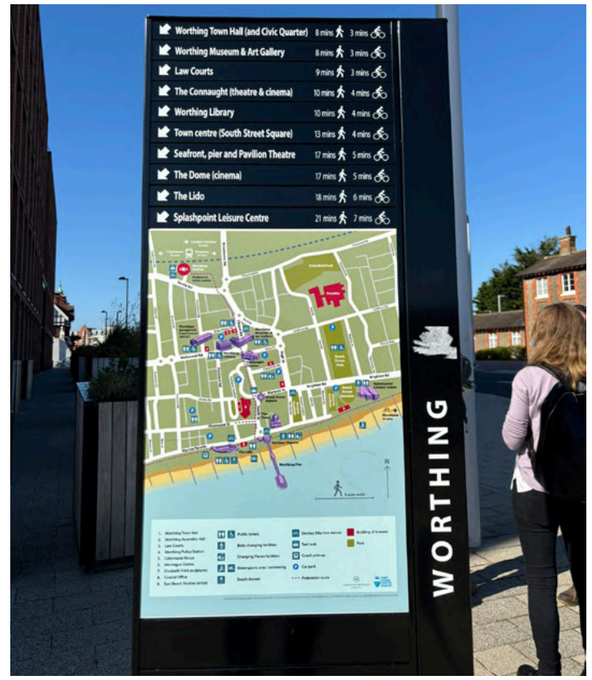
The close proximity of existing shopping facilities, cafes and other local businesses all help to promote a strategy of low car ownership encouraging higher levels of pedestrian and cycle use in and around the neighbourhood which will be further enhanced by the promise of the Council's future mixed use regeneration project.

The scheme will deliver a fully compliant cycle and refuse storage provision within separate secure stores for the residents and operatives to access.

Sustainable drainage techniques will be used where practical to fully disperse surface water (SUDS), including permeable paving and green roofs to the flat roofed areas.

Boilers and appliances will be energy efficient with low NOx levels and all dwellings will undergo a full SAP assessment to ensure energy efficiency within the building envelope.

Water consumption in all units will be minimised through the use of practical and hygienic water saving measures such as flow restrictors, reduced bath volumes, water efficient white goods and dual flush toilets.



Fabric first approach with u-values that exceed targets

Promotion of walking and cycling routes within a transport plan

Promotion of public transport use

6.0 Appearance

6.01 Elevation Context Study

Existing North Street Scene - NTS

HMRC Office to the south of Railway Approach - NTS

Vertical rhythm of fenestration in the elevations of the existing context dominates in both the historic and the new buildings. This can provide important design cues for the proposed apartment building.

Horizontal lines are subordinate and add visual interest by subtly breaking up the overall mass in the existing context.

6.02 Proposed Elevations

The elevations have evolved throughout the design process with the intention to create a strong, contemporary architectural language remaining at the core of the process.

The proposed scale and massing responds to the immediate and wider context with the buildings higher scale elements located to the east, to support key vistas when travelling from the south and west. The building design steps down to the west to refine the form and to respond to the siting of the Grade II Listed Station House.

Fenestration design emphasises the vertical with horizontal layers of soldier course brickwork employed to provide relief and add additional visual interest.

Cues are taken form the surrounding architecture which inform the detailing and material selection of the design. The material palette is intentionally light and contemporary with a light grey brick selected as a counterpoint to the predominance of red brick on adjacent historic buildings and on the dominant Teville Gate House (HMRC) building.

The mass of the building is further refined through the use of a dark grey brick at the base set out in alternate pronounced horizontal bands. A light metallic brass colour finish is proposed to fenestration frames, balconies and to the penthouse levels.

The proposed scale, massing and the selection of materials are described in detail over the following pages.

Proposed South Elevation from Railway Approach - NTS

Proposed West Elevation - NTS

Proposed East Elevation - NTS

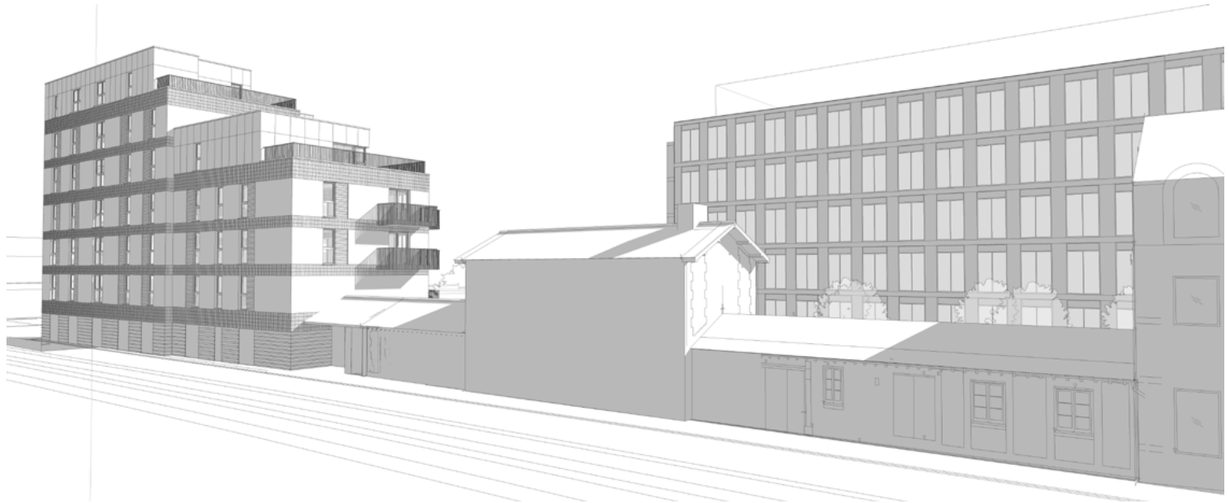
6.03 Proposed Scale

The street elevations below demonstrate the value of stepping the proposed building down towards the existing buildings. This and the addition of a single storey extension to the east wing of the existing station house, preserves separation and creates a strong visual balance between Capella House, Station House and the new apartments with the listed building placed centrally between the three. The perceived scale of the building is reduced further through the design of penthouse levels that are set back in a light bronze metallic finish.

Proposed street elevation along Railway Approach

Proposed street elevation from Worthing Train Station platform

6.04 Other Views in Context



Model View Looking Southeast From Worthing Station

Model View Looking Northwest From Broadwater Bridge

Image from railway platform looking south

Image from broadwater road bridge looking west

Image from Broadwater Road Bridge looking southeast

Image from Broadwater Road bridge looking north west

6.05 Precedent

Local Context 1

Local Context 2

Local Context 3

The proposed design is also influenced by examples of recent precendent including those listed below. Full height fenestration, vertical rythms,recessed balconies and building mass that steps down to articulate the building are all recognised features of contemporay design.

1. The new development in Kingston Wharf, Shoreham-by-Sea is built over eight storeys. The massing on this image appears unbalanced and could benefit from stepping a portion of the building down to reduce the bulkiness of the overall mass.

2. A new development at Moulsecoomb Campus. This inspirational design utilise a light palette of materials reflecting light and preventing the buildings from becoming overbearing. The bronze coloured upper level is in contrast to the main body of the building making the building seem less dominant.

3. This recent design for a new residential development in Shoreham-by-Sea highlights the value of stepping elements of the building form down towards sensitive context.

6.06 Bay Elevations

Lightweight non-reflective brass colour finish cladding to the penthouse floor levels.

Non-reflective brass colour window frames to match the light brass cladding

Brass colour metal clad principal front entrance, proposed as a clear focal point on approach to the block.

Lightweight non-reflective brass colour cladding to the penthouse floor levels.

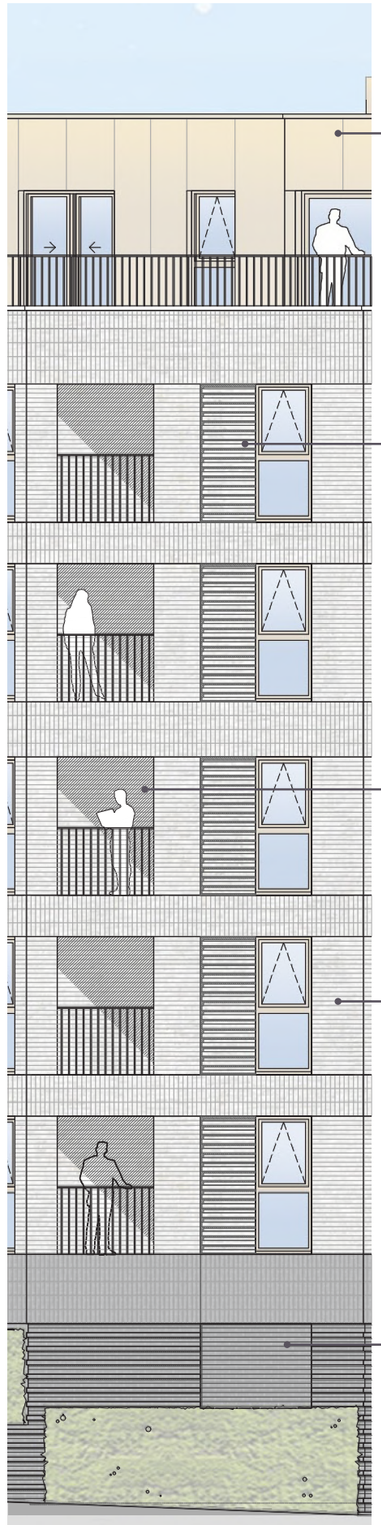
Vertical brass colour metal balustrades to match the penthouse cladding.

Projecting balconies with vertical railings in a brass colour.

Three course of brick soldier detailing to emphasise the horizontal banding between levels in the block.

Five courses of brick soldier detailing to emphasise the break between the base and upper levels of the block.

Dark grey brick proposed to define the base of the block.



Lightweight non-reflective brass colour cladding to the penthouse floor levels.

Recessed brick feature panels, intended to help define verticality in the elevation. The brick coursing is proposed to protrude every other course to add further definition.

Recessed balconies to add variance to the block, finished in a brass colour.

Light Grey facing brick to complement the grey tone of the neighbouring Station House

Protruding brick coursing and recessed brick feature panels at the base to add further visual interest to ancillary spaces in the layout.

6.07 Proposed Materials

The proposed building is designed in a highly contemporary language with a palette of materials inspired by the urban context and by precedent.

The lightness of the selected materials prevent the building from becoming over bearing and act in contrast to the prevelance of red brick dominating the existing street scene.

The main brick is selected as a light grey brick with darker tones added to emphasise the contemporary aesthetic. The grey tones reference the panels of flintwork on the adjacent heritage building. The dark grey ribbed brickwork at ground floor creates a solid base, references the grey slate of the heritage buildings and constrasts with the colours of the tree and hedge planting addressing the street.

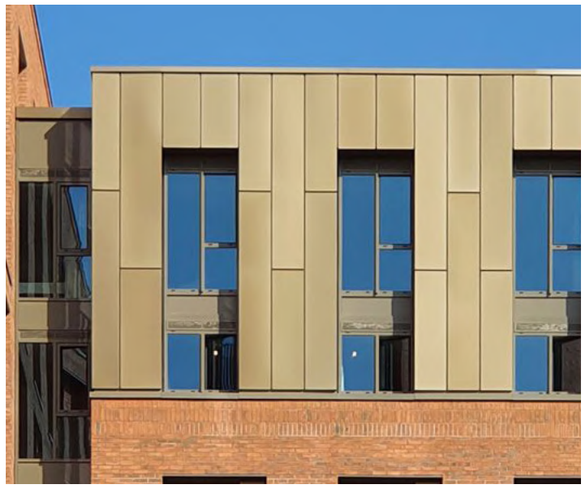
Horizontal brick banding formed of multipal layers of soldier coursing help to provide relief to the dominant vertical lines of fenestration.

Panels of ribbed brickwork stragetically located at the side of lines of fenestration help to create textures and provide additional visual interest to key elevations.

Balconies, balustrades, window frames, entrance gates and the main entrance canopy are all designed to be finished is a light brass colour to highlight each element and to reinforce the contempary nature of the design as a whole.

Penthouses at high levels are finished in a non-reflective brass colour to match the fenestration and metalwork of the design.

The aim of the selected material palette is to accentuate the contemporary nature of the design and to introduce a stunning addition into the area that can unify the surrounding buildings and their urban environment.



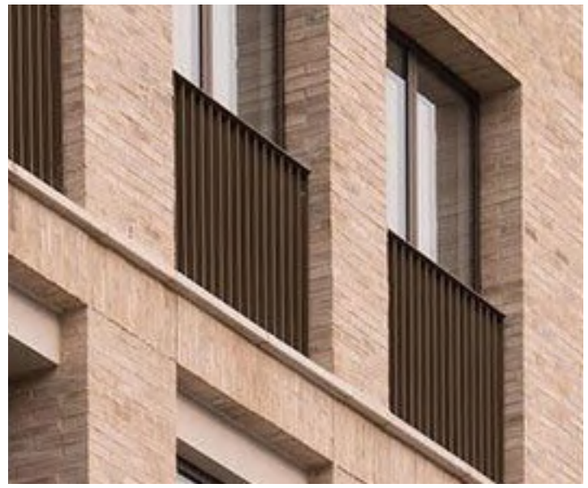
1 - Penhouse cladding in a non-reflecting light brass colour

2 - Recessed balconies on part of the South and West elevations

3 - Metal projecting balconies in a light brass colour

4 - Light grey facing brick to the upper levels

5 - Protruding brick detailing adjacent to windows



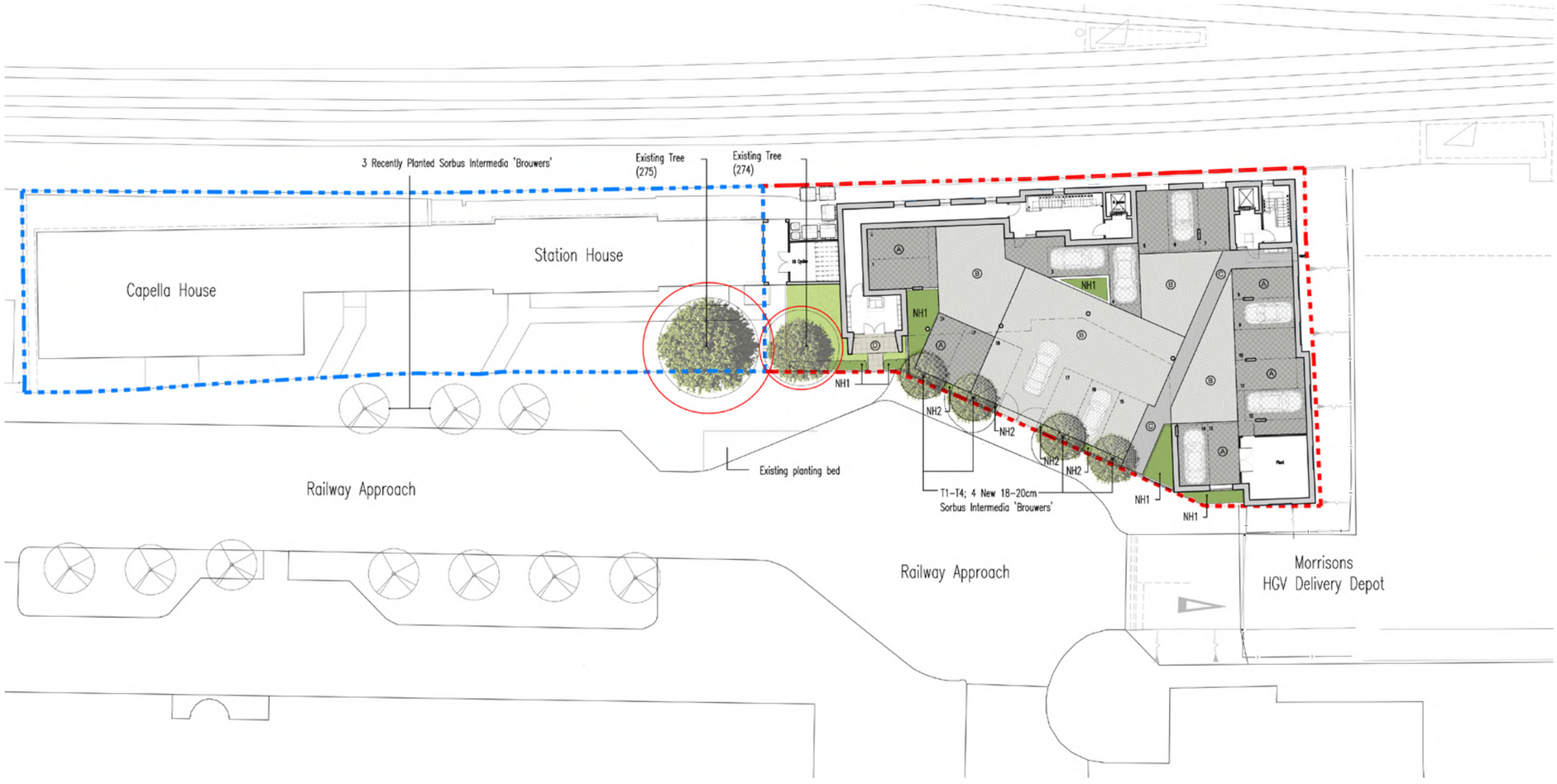
6 - Juliet balustrade in a light brass colour.

7 - Dark grey brick to the base of the block

8 - Vertical brick soldier course banding detail between floors

9 - Main entrance gates in a light brass colour to match

6.08 Landscape Details



Schedule Of Planting And Hard Surfaces

- Ⓐ Invicta Granite Paving 'Onyx'
- Ⓑ Invicta Granite Paving 'Pearl'
- Ⓒ Invicta Granite Paving 'Moonstone'
- Ⓓ Eden Slate Porcelain Paving
- Existing Sycamore Trees Ref. 274 and 275 Both 6m High with a 4m spread and a 0.15m Bole Diameter.
- Root Protection Area (RPA) BS5837:2012
- Recently Planted Sorbus Intermedia 'Brouwers' As Part Of The West Sussex Road Works Development
- T1–T4; 4 New 18–20cm Sorbus Intermedia 'Brouwers'
- NH1 New Fagus Sylvatica Beach Hedging
- NH2 New Pyracantha 'Firethorn' Hedging
- Grass

Sorbus Intermedia 'Brouwers'
To Match Existing Street Trees

Sorbus Intermedia 'Brouwers'

New Pyracantha 'Firethorn' Hedging
To Match Existing Hedging At Station House

New Fagus Sylvatica Beach Hedging

'Onyx' Granite Paving
Brett Landscaping)

'Pearl' Granite Paving
(Brett Landscaping)

'Moonstone' Granite Paving
(Brett Landscaping)

Eden Slate Porcelain Paving
(Brett Landscaping)

7.0 Other

7.01 Security Part Q

The proposed building is designed to consider all issues relating to security.

Full height fenestration and balcony locations maximise natural surveillance over the street scene.

The main entrance to the western side of the building is designed to be secure and separate from the car park. Access through the car park to the eastern side of the building is though an acentuated route via a secure gated entrance. The car park is restricted for the use of office workers.

The main frontage is protected by a combination of walls, gates, hedges and trees while the eastern and northern faces are protected by existing 2m high palisade fencing that separate Morrison's yard and Worthing station platform respectively.

7.02 Refuse Strategy

Calculations for refuse and recycling are based on 12o litres per flat.

Refuse is to be collected by a management company and transported to containers located at the north west corner of the building, to the rear through the new ground floor extension.

Containers will be collected by the council at collection times.

7.03 Flood Risk

The site is not located within a source protection zone and overlies a low groundwater vulnerability zone with soluble rock risk.

The site nor anywhere in the vicinity has been affected by flooding in the past.

Full details of flood risk can be found in the submitted Flood Risk Assessment And Drainage Strategy Report by GTA Civils & Transport. The report confirms that the subject site is not an a flood risk area.

7.04 Boundary Treatments

2m high palisade galvanised security fencing is located to the east and north of the site that separates Morrison's service yard and Worthing train station from the subject site. These security fences will remain.

Low ribbed brick walling with Beech hedges and Sorbus intermedia tree planting will provide an attractive boundary along the street edge adjacent to the southern elevation. The vibrant green of the hedges transform to autumnal bronze/gold hues reflecting the penthouse cladding of the proposed apartments.

New Pyracantha hedges are proposed either side of the gate to the main entrance.

Beech Hedges (Fagus Sylvatica)

Pyracantha (Firehorn)

Sorbus Intermedia Brouwers

8.0 Conclusion

Visual Looking East Along Railway Appoach.

Visual Looking North West Along From Broadwater Road

7.01 Conclusion

This document has examined in great detail the potential for bringing forward the delivery of 29no. new residential apartments over an existing car park situated at the far eastern corner of Railway Approach.

To achieve this, the proposed site (which is currently allocated for employment use within the local plan) would need to be reclassified. During a pre-application meeting with council officers it was agreed that there was merit in pursuing a residential scheme, providing that full justification could be shown through a thorough investigation of current and future market trends.

The submitted Site Assessment And Market Report provides this justification and notes in it's conclusion that *'the continued designation of the proposed site under DM11 is neither justifiable nor commercially defensible'* and that *'it risks sterilising land that could more productively be used to meet identified local priorities'*.

This establishes the principle of development for the submitted residential scheme and offers the opportunity to utilise this key location as a positive addition to the council's aspirations for the future of Teville Gate.

If left undeveloped the site will effectively become a missing piece of the jigsaw with the key views highlighted remaining weak and unattractive and thereforeundermine the aspirational development of the area as a whole. The submitted scheme seeks to transform this weak and unappealing feature into an attractive and positive addition to the continued regeneration in and around Railway Approach and Teville Gate.

The proposed design will improve and define the north eastern edge of Railway Approach by enhancing legibility, transforming the drab and depressing views and animating the public realm as a continuation of the excellent recent street works carried out by the council.

The building itself is designed to sit sympathetically alongside the existing Grade II Listed Station House. The small addition to the eastern wing of Station House will improve the balance of the buildings within the street scene and act as a physical connection between the historic and the new. The highly contemporary design style and light pallete of materials employed create a clear line of demarcation between the new and historic as advocated by Historic England.

The separation distance between the listed Station House building and the proposed building mirrors that of the HMRC Office and the Grade II Listed Grand Victoria Hotel. Unlike the HMRC Office, the proposed building form steps up and away from Station House preventing the apartments from dominating the listed building. This stepping and massing helps to create a more refined shape when compared to that of Teville Gate House and at the same time creates an appropriate level of scale and visual significance to the north and east of the site.

Visually the material palette is designed to be light. This prevents the building from dominating and reflects light. The use of light coloured facing brickwork acts as a counterpoint to the extensive use of red brick used on the surrounding buildings and helps to further identify the division between the new and historic.

The design aesthetic takes cues from both the historic and new buildings. The horizontal brick banding and the emphasis on vertical lines of fenestration follow the patterns established by Capella House, Station House and Teville Gate House while the grey tones highlighted in the facing brickwork reference the flint panels of adjacent buildings.

Penthouse levels are designed in a light non-reflective brass colour metallic finish with balconies and fenestration finished in a brass colour all to complement the highly contemporary language.

In conclusion, the submitted proposals offer a valuable opportunity to deliver a contemporary design of substance and quality. This opportunity will help to address an existing weak and sterile plot that currently supports unappealing vistas.

By approving this design, the community will receive an asset on a key site in line with the council's aspirational aims for the continuing and future regeneration of the Teville Gate neighbourhood.

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