136 UPPER SHOREHAM ROAD, SHOREHAM-BY-SEA
CONSTRUCTION OF 16 DWELLINGS (7 NO. TWO-BED HOUSES; 9 NO. THREE-BED HOUSES) AND ASSOCIATED WORKS

DESIGN AND ACCESS STATEMENT - REVISED

1. INTRODUCTION

This Design and Access Statement uses the sequence advised in the CABE guide of 2006 and follows the development of the project as it progressed.

2. DESCRIPTION

The existing building is located in a 2,815m^2 plot, adjacent to Upper Shoreham Road in Shoreham-by-Sea. The existing site comprises an adapted petrol station which has been converted into car sales. The buried redundant petrol tanks are still in location on site together with the canopy and shop (now used as an office) and converted car wash (now used as a valeting bay).

A previous application (AWDM/0324/11) was submitted and approved by Adur & Worthing Councils for the demolition of the existing buildings and canopy, the removal of the existing buried tanks and the construction of two showrooms with associated offices and accessible WCs.

Subsequently, however, due to the current economic climate, the car sales market has declined meaning that the construction of new showrooms on the site has become unfeasible. Our client has therefore requested that alternative uses for the site be considered.

The construction of three commercial units was originally considered. At an early stage, Carlos Hone of Adur & Worthing Councils Planning Department was consulted and stated in an e-mail dated 25 May 2012 that retail floor space at the site would unlikely be a preferred use from a planning policy point of view. Additionally, he advised that the use of the site for such purposes could have an impact that is detrimental to the amenity of those properties in adjacent sites, through noise and disturbance that would be over and above that experienced from the existing site usage.

In the same e-mail he stated that a residential use was likely to be the Council's preferred option for the site (as identified within the Strategic Housing Land Allocation Assessment (SHLAA ADC 2009 site ref SU/9/08)). His reasons for this were that the site is in close proximity to other residential dwellings and, in terms of impact on the surrounding residential dwellings' amenity and the visual character of the area, is likely to be the most simple to integrate. He also advised that the mixed character area of the site is such that a number of different residential forms could be proposed.

2.1 Original scheme (submitted to LA 14 June 2012)

The neighbours to Nos. 140, 138 & 126 were consulted at this early stage about the proposals. The neighbour to No. 140 stated that he would like to have a clear view across the site down to Upper Shoreham Road. The other two neighbours did not raise any concerns at this stage.

The comments of the Planning Officer and the neighbour were therefore taken into consideration and a draft residential scheme was submitted to the Local Authority on 14 June 2012 and formed the basis of a pre-application meeting with Carlos Hone on 17 July 2012. The original scheme included for the provision of 25 dwellings in two blocks of two-storey, two bedroom houses with private gardens (terraces of 4 and 3), and two blocks of three-storey flats (9 flats in each) with access to a communal garden area and provision for 32 car parking spaces in a central parking area. Carlos Hone's written response dated 23 July 2012 stated that the proposals would not meet planning requirements in the following ways:

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DESIGN AND ACCESS STATEMENT - REVISED

A The proposed mix was skewed too far towards smaller properties and flats, and there should be greater emphasis for family housing with a smaller amount of flats.

B The proposed density of the site would be 89 dwellings per hectare (dph) which would exceed the minimum as set out in the SE Plan (40dph). The former Windmill Public House site redevelopment, however, is 82dph, and he considered would be more comparable to the proposed 25 dwellings.

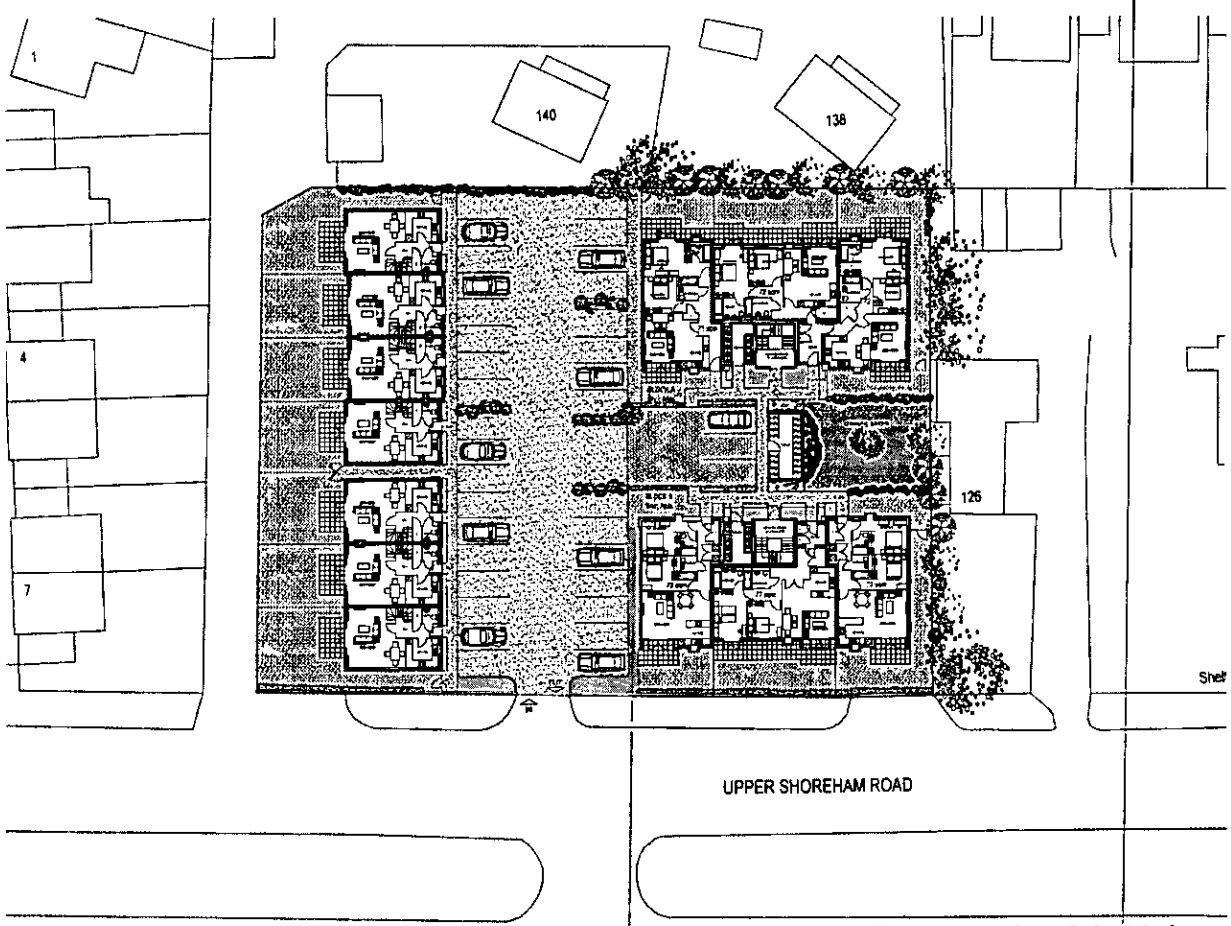
C The proximity to the highway and site boundaries was considered to give a cramped and overdeveloped appearance, which owing to the flat roofed three-storey blocks to the front of the site would be in stark contrast to the prevailing character of the surrounding area.

D The upper flats were overly reliant on a communal area which was not sufficiently large enough and which, he considered, appeared to emphasise that there are too many dwellings proposed. The communal space provided 11sqm per flat where 20sqm would usually be required.

E The siting of the houses to the north-east was considered to be overbearing to the property to the north (No. 138) and should be moved further to the south. The location of them, however, in relation to No. 126 to the east was considered to be acceptable; dependent on the amount of fenestration and the detailing of the eastern elevation.

F The three-storey flats towards the front of the site would be overbearing to the properties to the west in Upper Shoreham Road, due to their proximity, and owing to the level of overlooking could result in an unacceptable loss of privacy.

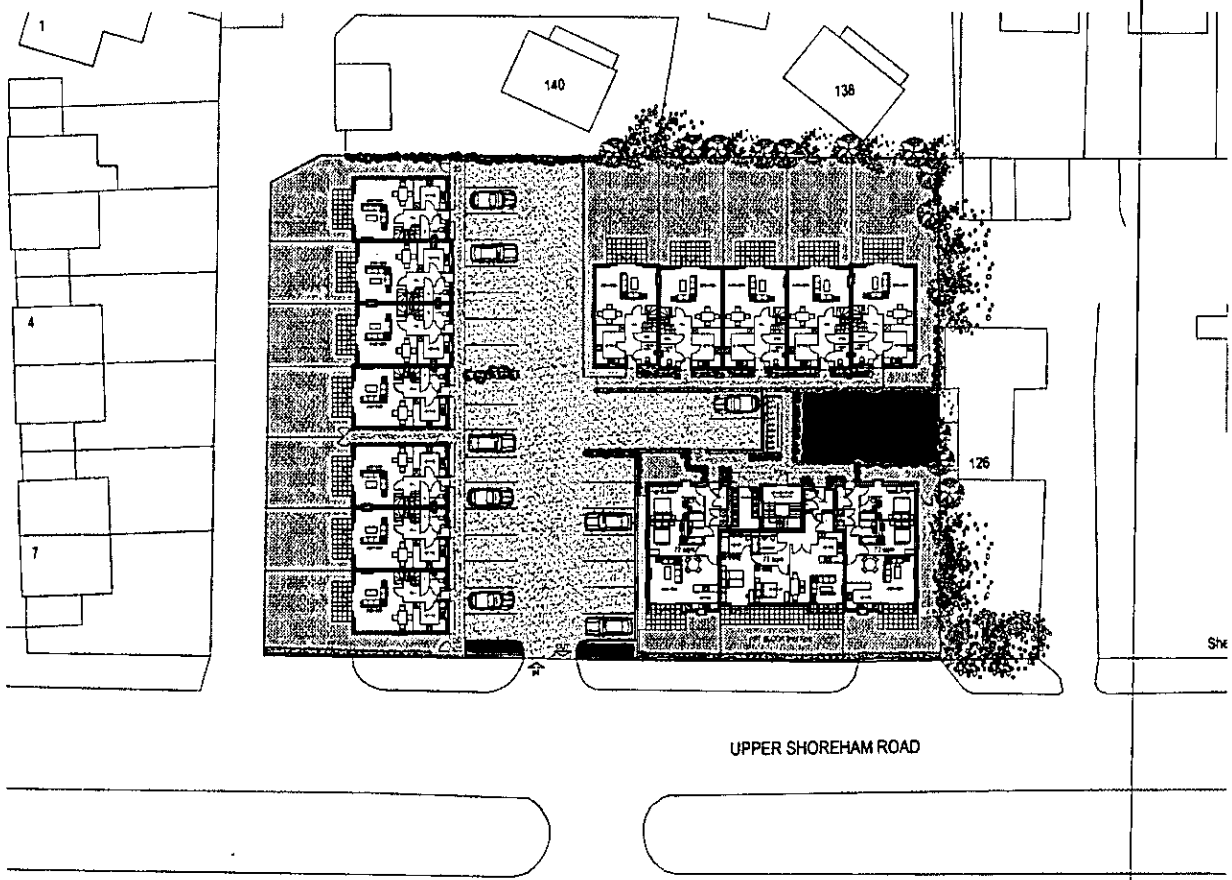
G The flank wall of the easternmost block of flats would appear overly large within the street scene due to its proximity to the southern site boundary, and could have an overbearing impact on No. 126 to the east.



Extract from drawing no. 11-042.11 showing original scheme (submitted to LA 14 June 2012)

2.2 Amended scheme (submitted to LA 26 July)

The site was redesigned, taking into consideration Carlos Hone's comments and resubmitted under covering letter dated 26 July 2012. The revised scheme included for a wider mix of units, with a greater emphasis of family houses, within a less dense development (9 apartments; 7 two-bedroom houses; and 5 three-bedroom houses, giving a revised density of 75dph). The units were repositioned further away from the rear boundary and the height of the three-storey apartment building was reduced to be in line with the rest of the street scene and to reduce the overbearing impact on the surrounding properties to the west in Upper Shoreham Road and No. 126 to the east.



Extract from drawing no. 11-042.20 showing amended scheme (submitted to LA 26 July 2012)

Carlos Hone responded to the amended scheme by e-mail on 27 September 2012 with the following comments:

The Housing Strategy and Enabling Manager stated that there would be an expectation for a 30% affordable housing allocation for the site in line with government guidance (3x 2 bedroom flats; 2x 2 bedroom houses and 1x 3 bedroom house). An allocation of 100% rented would be acceptable with rents at up to 80% of market value although it would be expected that the 3-bedroom house to be at a slightly lower level to ensure that it is affordable for the size of family expected to occupy it. The council would expect nomination rights for the affordable element of the scheme.

He stated that the proposals had resulted in a better mix of homes on the site and consequently this had reduced the density (and scale) to something that was comparable with other recent developments locally. However, he felt that there were still some concerns

regarding how the physical structures would relate to the existing surrounding residential properties and their impact on residential amenity (particularly Nos. 140 & 138), and how the development itself would integrate in terms of its form and design with the surrounding street scene.

He additionally stated that a Section 106 agreement would be expected with the scheme as well as a contamination report.

Based on the comments from the Housing Strategy and Enabling Manager, our client undertook a costing exercise and established that the amount of social housing required on the site under this scheme would not be financially feasible. In his letter dated 23 July 2012, Carlos Hone stated that 'the amount of social housing required would be zero if the proposed development was to be 15 dwellings or less.' Our client therefore instructed us to redesign the scheme to include 15 dwelling houses only to fall below the number of units required for social housing.

On Carlos Hone's recommendations, our client made a pre-application to West Sussex County Council Highways and attended a meeting with Dominic Smith to discuss the proposals. He made the following comments:

A A contribution of approximately £87,450 would be required for the scheme. However, based on the existing parking provision of 122 sales and 17 customer/staff spaces, as well as the assumption that the use will be less intensive, it is unlikely that a justifiable request for a TAD contribution could be made.

B On the assumption that no parking spaces are allocated, a provision of 22 spaces would be required. Generally a tolerance of 10% can be applied to the figures.

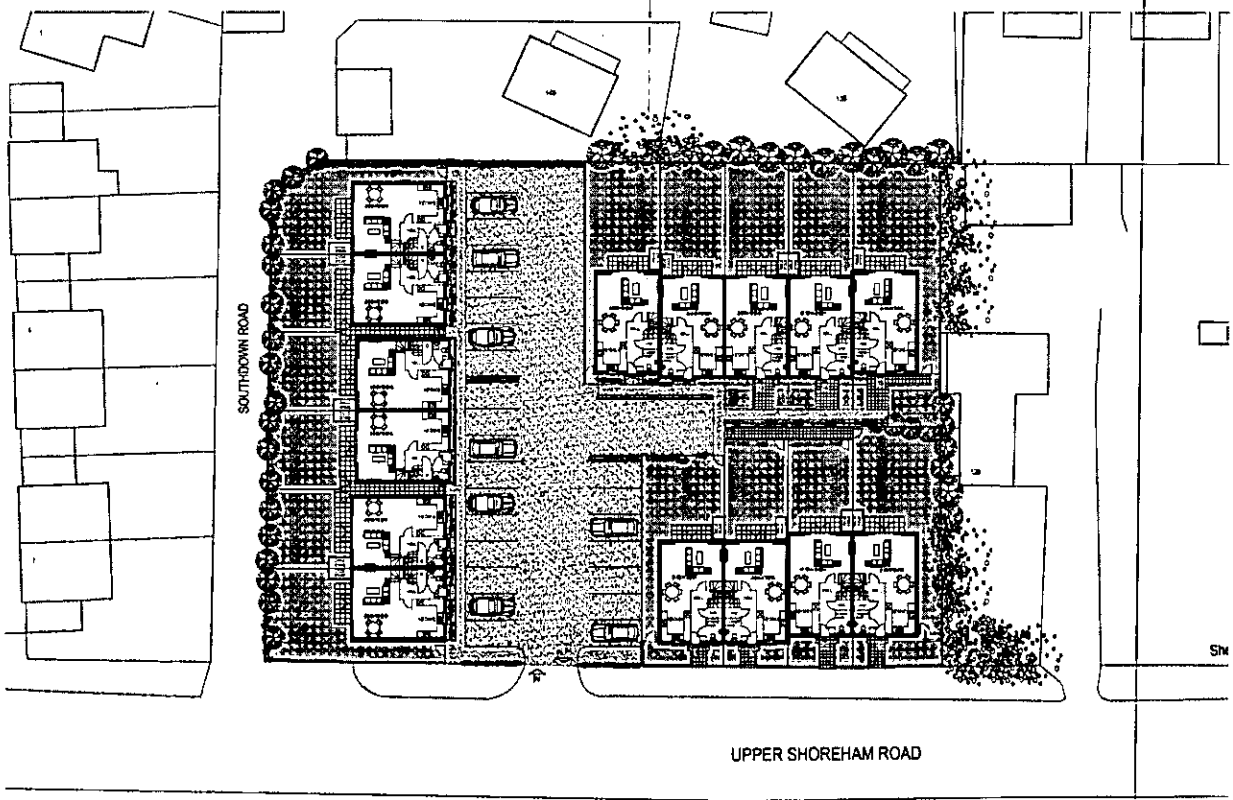
C A swept path diagram needs to be included within the drawings to demonstrate that a large vehicle is able to turn within the confines of the site and exit in a forward gear.

D In respect of the site access, a crossover arrangement would be considered suitable and would be consistent with a shared use internal site layout and retains the right of way for pedestrians. A pedestrian visibility splay of 2m x 2m should be provided at the site access onto the footway. An access width of 5m would be sufficient to allow two vehicles to pass each other.

E Manual for Streets guidance would suggest visibility splays of 2.4m x 43m would be sufficient for speeds up to 30mph. It would be beneficial to demonstrate the maximum achievable visibility splay from a set back (x distance) of 2.4m, with the y distance taken to an offset of 1m from the edge of the nearside kerb – it would appear that there is extensive visibility from the junction and providing visibility far in excess of 43m would overcome any concern that cars might be travelling at speeds higher than 30mph.

F The position of the proposed access could lead to conflict where vehicles turning right into the site would have to cross the right hand turn lane associated with Royal George Parade. Such a configuration is also likely to result in residents becoming dissatisfied with access arrangements in the longer term. Consideration should be given to a revised arrangement which removes such conflict and any alterations to the highway should be subject to a Road Safety Audit: Stage 1. Existing accesses should be closed and returned to a state sympathetic of the adjacent highway.

2.3 **Further amended scheme (submitted to LA 15 November)**



Extract from drawing no. 11-042.40 showing amended scheme (submitted to LA 15 November 2012)

The further amended scheme was submitted to Gary Peck, the Case Officer who replaced Carlos Hone, on 15 November 2012 and showed a proposed development of 6 two-bedroom and 9 three-bedroom houses together with amendments to the scheme as advised by Dominic Smith. The two-bedroom houses were semi-detached whilst the three-bedroom houses were terraced. Gary Peck commented on the size of the two-bedroom houses stating that they were considerably larger than the Council's guidelines for size of new build properties. This could therefore be seen to be an underdevelopment of the site.

2.4 **Further amended scheme (submitted as part of planning application 30 November 2012)**

The two-bedroom houses were redesigned, taking into consideration Gary Peck's comments, to provide 7 no. slightly smaller two-bedroom houses (4 no. semi-detached, 3 no. terraced) which complies with the Council's guidelines for the size of new build properties. The access paths to the rear of the properties were retained and the view of No. 140 down to Upper Shoreham Road was retained.

3. **DESIGN**

3.1 **Use**

The existing site is used as a car sales business.

The proposed site is to be residential dwelling houses.

3.2 **Amount**

The footprint of the proposed dwelling houses is 859m^2. The existing buildings on the site are 455m^2 which means that the total footprint of the buildings is to increase by 404m^2, however, the existing canopy, whilst not being an enclosed building, has an area of 360m^2, meaning there is an increase of 44m^2 for all covered areas.

The total area of the site is 2,815m^2. This means that the density of the proposed development would be 57dph (dwellings per hectare). This would exceed the minimum as set out in the SE Plan (40dph). However, in his letter dated 23 July 2012, Carlos Hone stated that some other recent developments which might be considered comparable are the former Dairy site to the south of Old Shoreham Road which is 66dph and the Southlands Hospital development which is 53dph. Additionally, the former Windmill Public House site is 82dph which is considerably higher in density than that proposed on this site.

Within the Strategic Housing Land Allocation Assessment (SHLAA ADC 2009 site ref SU/9/08), the site allocations document expects that the final yield of the site would be 15. We have therefore kept the proposals within these guidelines.

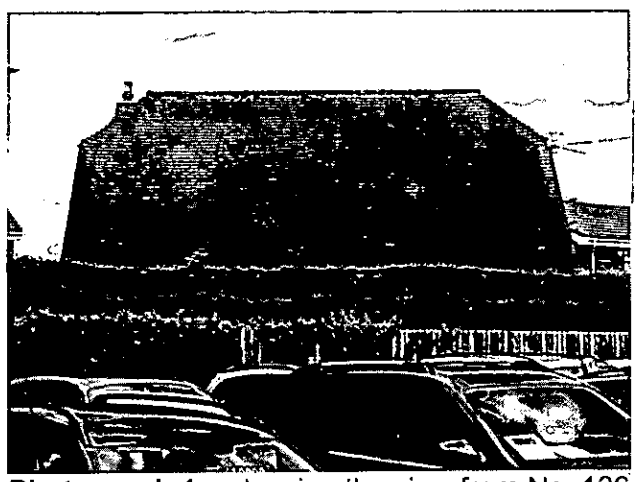
The height of the final proposal has also been reduced from the previous schemes so that the new properties are two-storey to match those properties adjacent to the development.

3.3 **Layout**

The layout of the site is arranged so that the access road into the site is located to give the neighbour at No. 140 an uninterrupted view down to Upper Shoreham Road, as they requested at a pre-consultation meeting.

The two-bedroom semi-detached properties to the west of the site are arranged to mirror the type of properties on Southdown Road and Royal George Parade and are located to have a minimum of 22m between the existing and proposed dwellings, as stated in the Council's adopted Standards.

The two blocks of terraced houses are located to the east of the site and are arranged to reinforce the surrounding street pattern and also to provide an area for refuse trucks/fire engines to turn in. The gardens to the rear of the site are located to provide natural screening to No. 138 and to prevent overlooking. The proposed Unit 15, although being under the Council's guidance of 14m between the side of the existing and rear of the proposed dwellings, does not create any overlooking issues to No. 138 as the existing hedges in No. 138's garden covers all windows which would be visible from the site, see Photograph 1.



Photograph 1 – showing the view from No. 136 Upper Shoreham Road towards No. 138

The internal layouts of the dwellings have been designed to reduce overlooking with the two end of terraces adjacent to No. 126 and the semi-detached property adjacent to No. 140 each having only one bathroom window in the side elevation at first floor level, which windows are to be made of obscured glass.

The internal layouts of the proposed dwellings meet the Council's adopted Standards with regards to internal spaces for new dwellings. The proposed plans show the proposed two-bedroom houses in excess of the required minimum 77m^2 (proposal showing 87m^2 each) and the three-bedroom houses being in excess of the required minimum 93m^2 (proposal showing 99m^2 each).

3.4 Scale

The height of the proposed houses is now shown to be comparable to that of the surrounding properties, ensuring the proposed street scene reflects the existing street pattern.

Additionally, the width of the proposed houses is between 6m to 6.6m which is comparable to the approximate 5.3m widths of houses on Thyme Close, approximate width of 6.1m of houses on Southdown Road and approximate width of 5.8m of houses on Royal George Parade.

The height of the rear fences between Nos. 138 and 140 Upper Shoreham Road and along the east side adjoining No. 126 is to remain at 2000mm.

3.5 Landscaping

The existing trees on the site are to remain. The gardens are to be laid to grass with planting to be installed to the areas shown on the drawings which will allow for additional screening between properties.

The areas for the new road, car parking and the turning circle for the refuse lorry/fire engine are to be finished in tarmac. Pathways for pedestrians, as shown on the drawing, are to be finished in brick pavers arranged in a herringbone pattern.

The existing crossovers to the site are to be infilled with turf/kerbs, dropped kerbs and tactile surfaced paving to match existing. Additionally, the recommendations made by the Road Safety Auditor include for the extension of the pavement along the side of the garden to No. 5 up to the turning into Southdown Road which recommendations are to be included within the scheme.

The turning into Royal George Parade is to be moved to prevent conflict where vehicles turning right into the site would have to cross the right hand turn lane associated with Royal George Parade. This is in accordance with previous discussions with Dominic Smith of West Sussex County Council's Highways and which proposals have been audited by a WSCC Highway approved consultant.

Additionally, in consultation of WSCC Highways, new road markings as shown on the drawings and as audited by the approved consultant are to be included within the scheme.

3.6 Appearance

The new houses' elevations are to be a mix of brickwork, tile hung and painted render. The windows and doors are to be double-glazed PVCu and the roofs are to be formed of plain clay

tiles. Juliet balconies to the front elevations of the three-bedroom houses as well as dormer windows to the two-bedroom houses have been included to provide interest to the elevations.

3.7 **Public Transport**

Public transport is by way of public buses that run at regular intervals and bust stop shelters are located close by on the north and south sides of Upper Shoreham Road.

3.8 **Public Facilities**

The Holmbush Centre is very close by which provides excellent shopping facilities which includes Marks & Spencer, Next, McDonalds and Tesco which also has a petrol filling station. It also incorporates the Wade swimming facility.
On the south side of Upper Shoreham Road is a parade of local shops offering different services including an American Golf store and near the main roundabout is the Royal George Public House.

ACCESS

4.1 **Approach**

As indicated on the drawings, there is unallocated parking on site with paved level access into all houses. There is space for a disabled parking space to be included in the future if required.

4.2 **Internal circulation**

A Cloakroom/Wet Room is included on the ground floor within the three-bedroom houses with a WC on the ground floor in the two-bedroom houses. Open plan Living/Dining/Kitchen areas provide sufficient space for a wheelchair turning circle. The widths of the staircases have been considered to allow for installation of a stair lift if required in the future. All wall/ceiling construction will be robust enough to allow for provision of hoists/tracks if required in the future.

4.3 **Conclusion**

The client has been in consultation with the neighbours and has had submitted three separate proposals for discussion with the Local Authority to create a proposal which meets the requirements of the client, falls within the local plan and also removes the contaminated fuel tanks from the site.

BIO-DIVERSITY STATEMENT

5.1 The existing site is a complete hard standing of concrete and this will be removed and replaced with gardens and vegetation to the dwellings thus adding to the diversity of wildlife. The existing trees and hedges as shown on the drawings are not on our client's site but on the neighbouring land owned by the adjacent neighbours. Our client has been made aware that it is a criminal offence to disturb or harm protected species should they subsequently be found or disturbed.