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Philips
Chartered Surveyors

Building Surveyors, Designers and Consultants

The Old Coach House
78 Lower Street
Pulborough
West Sussex RH20 2AZ
Telephone: (01798) 873222
Fax: (01798) 873444

e-mail: info@philips-surveyors.co.uk

DESIGN AND ACCESS STATEMENT (1854-12/DAS) **20 Sept 2012**

62/64 New Road, Shoreham-By-Sea, West Sussex BN43 6RB

Planning Resubmission of Proposed Redevelopment (ADC/0005/10)

& Proposed Parking (ADC/0005/09)





1.0 Assessment of physical context

Location of Development

62 – 64 NEW ROAD SHOREHAM-BY-SEA WEST SUSSEX BN43 6RB

Details of Development

DEMOLITION OF DERELICT SHOP (NO.64) AND ERECTION OF 3 THREE-BEDROOM TOWNHOUSES AND CONVERSION OF NO.62 INTO 2 MAISONETTES (1 TWO-BEDROOM AND 1 THREE-BEDROOM). COMBINING PERMISIONS ADC/0005/10 and ADC/0005/09 INTO ONE UNIFIED SCHEME.

Details of the Site

The site is located between New Road and Brighton Road, Shoreham-by-Sea, West Sussex. The site is 375.8 M2 centred on the approximate Ordnance Survey national grid reference TQ 2187 0509, application site is trapezoidal in shape. The adjoining, adjacent and opposite properties are residential in nature with New Road being in the Conservation Area and long established residential neighbourhood.

The Site is occupied by a vacant, former tool hire business outlet. Buildings on Site comprise a flat roofed steel framed extension adjoined to the eastern elevation of the four storey brick rendered building 62 New Road. A lean-to building is present on the southern elevation of the steel extension.





New Road forms the northern site boundary which is elevated (by approximately one storey) above the level of Brighton Road which forms the southern site boundary. The ground floor level on Brighton Road forms the lower ground level to the property. At the elevated New Road level there are vehicle parking spaces for the former tool hire shop customers, the parking area incorporates a ramp down to Brighton Road level providing access to the lower ground floor store within the structure. The surface of the car parking area is formed of tarmacadam and is in disrepair.

The proposed development helps to meet the need for additional housing provision. Removing the unsightly section of the existing tool hire shop and building the new will greatly enhance the character and appearance of the Conservation Area, and the setting of the listed buildings which are diagonally opposite. The main reason for this re-submission is to combine permissions ADC/0005/10 (311 m2) and ADC/0005/09 (64.8 m2) into a unified scheme of 375.8 m2 as shown on the drawing 1854-12-EX1 Existing Plans & Elevations. The overall proposed building foot print remains unchanged. The increased area will enable four main improvements to permission ADC/0005/10: (i) provide a purpose built facility for storing domestic refuse and waste, including for waste that can be recycled for each

3. Involvement

As the proposal is a combination of Permissions ADC/0005/10 and ADC/0005/09 we believe that all key stake holders have been consulted and given input to the scheme and the specifics of the site. The following have been previously consulted with:

Hannah Barker Planning Officer,

The occupiers of eighteen neighbouring properties,

Paul Willis Waste Strategy Manager Adur and Worthing Council Services,

Michael Lavender Senior Environmental Health Officer Adur District Council,

Helen Tier Planning Liaison Officer Environment Agency,

Spencer Bryan and Liam Riddy WSCC Infrastructure and Highways,

John Mills and Mark Taylor - Senior Archaeologist Strategic Planning - Environment & Heritage West Sussex County Council,

The expert advice will be detailed in Section 13 Site Specific Development Considerations.

The input from Paul Willis relating to condition 11 of ADC/0005/10 concerning bin storage, and input from neighbours concerning additional parking, influenced the decision to acquire the additional parcel of land which previously had a permission ADC/0005/09 to provide two parking spaces.

4. Evaluation

Although the site was originally acquired with permission ADC/0573/08 to build a new shop with maisonettes above it was felt that in the context of the Conservation Area and the listed buildings a more sympathetic design in keeping with the neighbouring residential properties would be more appropriate.

Also in relation to the additional land consideration has been given to potentially extending the permitted building line beyond the original foot print to gain a fourth town house on the Site.

After considering all the options the agreed chosen option to combine permissions ADC/0005/10 and ADC/0005/09 is considered to be the optimum use for the site and the minimum development to ensure financial viability.

Dwelling. (ii) provide for secure external cycle storage for each Dwelling, (iii) provide two additional car parking spaces, and (iv) allow for improved landscaping of the Site. The additional parcel of land was previously granted planning permission ADC/0005/09 to create two car parking spaces.

To the west end of New Road leads into East Street pedestrian area of retail shops and cafes. To the east end of the Site in Surrey Street a recent development of four town houses has been completed and also the conversion of the former Surrey Arms public house to residential. To the South of the site lies the former Parcel Force site which has a current planning application AWDM/0510/12 to create 132 new homes, shops and cafes.

The adjoining property number 60 has been converted into two maisonettes with access to the lower maisonette from the Brighton Road, and access to the upper maisonette from New Road. New Road lies within the Conservation Area with the majority of surrounding properties being in residential use, as would have been the original use of number 62.

2. Social, Economic, and Planning policy context

The existing buildings are no longer financially viable due to their size, layouts and state of repair, and they have remained unoccupied for over three years due to lack of market demand for commercial property in this location.

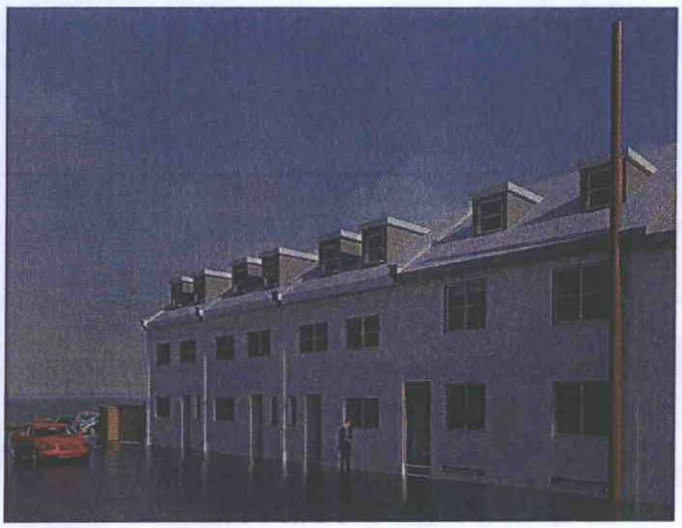
The proposed development is within the built up area and would help meet the need for additional housing provision without detracting from the local environment. It would enhance the setting of the listed buildings and the character and appearance of the Conservation Area. It can take place without unacceptable detriment to the amenities of neighbouring properties and without detracting from highway safety. It would consequently be in line with the relevant policies of the Adur District Local Plan (AG1, AB3-6, AB11, AB20, AH2, AH5).

Given the overall context of the site it is considered that this residential scheme provides for maximum social and economic benefit to Shoreham-By-Sea. Providing high quality bespoke housing for rental or for those aspiring to own their own home. The development will provide local employment during the design and build, and much needed cash flow in to the local economy, by way of procurement of local labour, materials, and ongoing services. It is believed that this development will enhance the property values of neighbouring properties, and the overall street scene of both New Road and Brighton Road will be significantly improved.

5. Design

The design reflects the overall desire to create a high quality environment for both the inhabitants of the dwellings and those of the surrounding area. The overall design is sympathetic to the conservation area, extending the residential terrace of New Road in a matching style of property, combining an optimum mix of traditional and latest materials and techniques to ensure maximum sustainability, energy efficiency, and long term appearance given the coastal weather and environment. The maisonettes and town houses are designed with very flexible layouts and also with internal non load bearing stud walls to ensure adaptability to future occupiers needs ensuring long life of the buildings.

The design has paid close attention to many site factors including: the changing levels from New Road to Brighton Road, the Acoustic and ventilation requirements due to the proximity to the Brighton Road, the moderate flood risk and mitigation thereof, and the need for properties and materials to match existing, and be appropriate for the Conservation Area and listed buildings.





6. Use

The present use is commercial, albeit vacant for several years, originally converted from housing. The new use will be all residential. Number 62 will be put back into the original residential use by being converted from a vacant shop and offices into two maisonettes, similar to the adjoining property number 60. The foot print of the existing buildings at number 64 will be replaced by three town houses, extending the residential terrace, within a long

established neighbourhood which has a broad range of community facilities within a ten minute walk including local shops, main line railway station, etc.

7. Amount

The proposal is to demolish a derelict single storey prefabricated shop unit with lower ground storage currently attached to the side of a four storey end of terrace house. The existing end of terrace house will be converted in to two maisonettes. Three new town houses will be constructed, and there will be a total of five car parking spaces provided. A four storey façade from Brighton road will be maintained and the size clearly relates to accommodation as detailed in the table below but it is important, also because it allows a building of sufficient scale to hold its own with the surrounding buildings and make a positive impact on the street scene as visitors enter Shoreham from the Brighton direction.

On the New road side the buildings will be three storeys, extending and stepping down the roof level of the existing buildings. Rooms in the roof are provided giving views of the Estuary to the South and South Downs to the North. The street scene of both New Road and Brighton Road will be significantly enhanced by the proposal.

Schedule of Accommodation

Dwelling	Total floor area	Storage space	Living, cooking & eating area	Sleeping area	Car parking	Cycle storage
Maisonette 1 (two bed)	116 m2	3 m2	53 m2	34 m2	One	Two
Maisonette 2 (three bed)	100 m2	1 m2	29 m2	34 m2	One	Two
House 1 (three bed)	162 m2	45 m2	50 m2	35 m2	One	Two
House 2 (three bed)	151 m2	42 m2	30 m2	45 m2	One	Two
House 3 (three bed)	136 m2	36 m2	27 m2	40 m2	One	Two

8. Layout

The Site layout and individual dwelling layouts shall be in accordance with the following drawings. The proposed buildings utilize the existing buildings footprint with adjusted levels where required to mitigate any risk of flooding.

1854-12 PL1 – No. 62 Proposed Floor Plans, Elevations & Section
1854-12 PL2 – Units 1-3 Lower & Upper Ground Floor Plans
1854-12 PL3 – Units 1-3 First & Second Floor Plans
1854-12 PL4 – Proposed Elevations (All Dwellings)
1854-12 PL5 – Proposed Sections
1854-12 PL6 – Proposed External Areas

9. Scale

The height of the existing four storey property remains unchanged, the new building of town houses match the existing terrace with a ridge line that steps down along the terrace due to the slight taper in the site that cause the footprint to narrow which effects the perimeter of the roof, that ultimately adjusts the ridge heights to each new unit.

10. Landscaping

Please see 1854-12 PL6. The proposal is to combine the existing three car parking bays with the additional two, creating five spaces in total. A purpose built bin store per dwelling and cycle storage for up to two cycles per dwelling will also be created within the curtilage. This area will have sympathetic landscaping with planting to help soften any hard lines and enhance the visual appearance of the currently overgrown and derelict area. The new planting proposed will reflect the character and environmental parameters taking into account the need for hardy species to withstand the coastal proximity. The hard landscaping will have rendered retaining walls painted white and grey galvanised railings for prevention of falls from height to the top of the retaining walls. Hardstanding areas to be finished with grey block paving and the car park spaces will have grey galvanised lockable lift up bollards.

11. Appearance

The new construction is sympathetic to the conservation area, finished to match the existing with white painted rendered block Super Insulated Masonry (SIM) wall system. The party walls are to project above the roof line finished with reconstituted stone copings. The dormer

roofs to the new units facing Brighton Road are to be finished with natural slate as per main roofs to new and existing dwellings, all to have lead soakers and flashings at the abutment of the party wall projections. The small flat roof dormer roofs are to be in traditional lead. All pitched and flat roof dormer facades and side cheeks are to be finished with traditional lead sheet cladding with all matching flashing and abutment details. Balcony rails are to be marine grade stainless steel with clear toughened glass infill panels. Traditional sash effect uPVC double glazed windows and wood grain effect composite external front doors will be provided. A landscaped area for five car parking spaces, bin store and cycle storage will also be created. To ensure the long term positive appearance low maintenance materials will be chosen for soffits, guttering, windows, drain pipes, etc. Specifically:

1. External walls – White render finish
2. Roofs – All pitched roofs to be finished with natural slates and all flat roof dormers to be finished with traditional lead sheet.
3. Windows – Will be white uPVC casements but styled to match sliding sash
4. Front door – Will be four panels composite wood grain effect black or coloured with top panels glazed with obscure glass.
5. External lighting - There will be no external lighting apart from a low wattage down lighter for each of the front doors on New Road.
6. Balcony balustrade - Will be made to measure from marine grade AIS1316 stainless steel 48 mm tube, and with screens made from a minimum of 10 mm toughened bevelled safety glass, clear glass on the front panels. The height will be 1.2m high with the top rail returning to the dormer roof forming part of the secure structure. The balcony size is small and it is not envisaged that loss of privacy would be an issue.

12. <u>Access</u>

The site is located within the built up area within walking distance of a main line railway station, bus routes, all amenities and shops. Off street parking is to be provided for each dwelling. Vehicular access to the Site will remain via a dropped kerb from New Road. For flood mitigation purposes the finished floor levels of the habitable rooms of the new units are set no lower than 5.8m above Ordnance Datum Newlyn (AODN). This means that access from New Road requires the ability to climb up three steps from the pavement level. There is no proposed vehicular or pedestrian access to the Site from the Brighton Road for reasons of highway safety and improved flood mitigation respectively.

13. Site Specific Development Considerations

Ground Contamination

As the Site has previously been used for commercial activities full Geo-technical and Geo-environmental assessments by Ashdown Site Investigation have been carried out please see reports LW20089 and LW20089/map. Specifically on the issue of ground contamination please see Contamination Assessment Report LW20089 conclusions, page 36, 13.2 Contamination Status Assessment which concludes that no specific remedial action is considered necessary at this site.

Sections 12.5.1 Construction Workers and 12.6 Discovery Strategy shall be explicitly part of any prime contract.

Archaeology

John Mills and Mark Taylor Senior Archaeologists Strategic Planning - Environment & Heritage West Sussex County Council consider that the Site is unlikely to contain any buried archaeological features, and that no archaeological actions are needed, having checked the West Sussex HER and have confirmed that there are no archaeological sites affected. The difference in level visible in cross section between New Road and Brighton Road is accounted for by the fact that this marks the former bank or cliff line created by the eastward movement of the course of the River Adur. The site lies well outside the historic core of the town of Shoreham and there is no likelihood of palae-oenvironmental deposits being affected. No archaeological response necessary.

Flood Risk Assessment: In accordance with planning policy statement 25

The application is for a change of use from shops and offices to residential in a built up area therefore the sequential test does not apply. The property is located on the North side of the River Adur with access from New Road which has a pavement height of approximately 5.7m AODN. Historically there has been no evidence of the site flooding. There is anecdotal evidence that further west opposite the Sussex Yacht club Brighton road has been known to flood.

The flood risk to this Site is posed by proximity to the Adur estuary and is defined by the Environment Agency as moderate ie more than a 0.5% risk but no more than a 1.3% risk of

flooding in any given year. The Shoreham Waterside North area covers a region along Adur riverbanks from a point adjacent to the Civic Centre and to the North the A259 Brighton Road therefore the flood risk Guidance from this site should be applicable to the site in question. From the Shoreham Waterside North – Interim Planning Guidance, the minimum defence height to support any new developments will need to be in the region of 4.6m above Ordnance Datum Newlyn (AODN). This allows for predicted surge tidal level in the year 2060 of 4.434 m AODN, taking account of global warming sea level rise and possible wave heights. In addition using table B.1 of PPS 25 Annex B the allowance for net sea level rise from 2060 to 2115 would be an additional 75 cm.

Flood Risk Mitigation

The risk to residents has been reduced by ensuring that the finished floor level access from New Road to the new build houses is set at 5831 mm AODN. Access from New Road to the maisonettes is set higher, to allow natural light into the basement, at 6222 mm AODN.

Flood proofing and resilience measures for the proposed basement dwelling are also incorporated even though the building in not within 15 m of the river bank. Basement areas are to be protected accordingly with a tanking system to protect the structure and occupants. All low level access from Brighton road i.e. doors have been eliminated to improve the effectiveness of any tanking system.

Entry and escape from the building via the New Road pavement level of 5.7 m AODN will not hamper egress and ingress from the building in times of flooding.

Surface water drainage will be directed away from the pavement of New Road. A soak away will be provided under the car parking area for surface water drainage of this area.

In conclusion the proposed change of use of the buildings comes within the guidelines of Development & Flood Risk PPS25 and relevant methodologies, meaning the development will be appropriately flood resilient and resistant, including safe access and escape routes where required.

Drainage Design

Foul Water Drainage: New proposed FW drainage to run from No. 62 through new units 1-3 to new inspection chamber within bin/cycle store (taking waste from each dwelling along run). New high level pipe to run at high level to lower ground floor below ceiling within insulated boxing connecting into new inspection chamber where new connection to mains sewer within New Rd will be connected.

Roof Surface Water Drainage: Roof rainwater to discharge into black UPVC half round rainwater gutter with matching round rainwater pipes. New rainwater pipes to discharge into new pavement channels and finally into mains surface water via. road gullies as per existing.

Hard Landscaping Surface Water Drainage: Hard landscaping to be dished to new gully positions with final discharge into new soakaway chamber.

Road traffic noise: In accordance with Planning Policy Guidance 24

Due to the Site proximity to Brighton Road a road traffic noise assessment has been carried out in accordance to the guidance specified in PPG24 (Planning and Noise). The assessment determines that the site falls into Noise Exposure Category C. This therefore requires that consideration is given to orientation, layout and design of buildings to provide a commensurate level of protection against noise to provide internal noise environments that are better than the World Health Organisations (WHO) guidance.

The assessment concludes that:

(i) for the WHO noise criteria to be satisfied the glazing fitted to the basements facing the Brighton Road should have a minimum Rtr of 30dB(A). This requirement will be met using Pilkington Optiphon glazing.

(ii) if standard thermal double glazing is used in all other areas they will have an internal noise level that the WHO deem acceptable with respect to traffic noise if windows are kept closed.

(iii) for habitable rooms ie living rooms and bedrooms that only have windows facing onto Brighton Road a means of ventilation is required other than from an open window. Dual or single aspect rooms that have windows opening onto New Road will not require these vents.

These vents will be placed at a height and position that should not be obstructed by furniture. The Acoustic Wall Ventilator (AWV39) attached is proposed to meet this requirement.

Facilities for storing refuse and waste, including waste that can be recycled.

To allow for off the footpath placing of bins on collection day it is proposed to construct a bin store on the East wall of the end house to be accessed from New Road. The store would need to accommodate 10 X 140 Litre bins, one for refuse and one for re-cycling for each dwelling. Height of each bin 107cm, width 51 cm, depth 56 cm. Please see drawing PL6.

Contractors Facilities During Construction Works

Due to the limited site area the proposed location of Contractors parking, temporary buildings/storage for plant material etc. will be sited in different areas of the site during construction phase.

During the early stages the existing car parking area and grassed parcel of land will be utilised in order to undertake the demolition of the single storey tool hire shop (with all debris removed from site), the site setup will then be temporarily relocated in the area of cleared where the tool hire single storey structure once stood. This will enable works to be undertaken to provide solid bases to the proposed areas of hardstanding of the bin store and parking areas providing a strong working surface. This will then facilitate Contractors parking, temporary buildings/storage, working area, unloading/loading for the remainder of the construction phase. The site will be fully enclosed within secure hoarding for the duration of the works. All of the above points will be an explicit condition of any contract with the Principle Contractor.

Improvements to ADC/0005/10

As an additional aid to reading our drawings in comparison with the original permission ADC/0005/10 please see our brief summary of changes below;

No.62 Conversion

- Shared refuse store to the lower ground floor/basement has been omitted along with door to Brighton road side; this has allowed us to redesign the layouts to make minor changes to Flat 1 floor plan layouts.
- Removal of central staircase to Flat 1 between upper and lower ground floors which has let us to adjust the main staircases between these levels and Flat 2 which has resulted in minor layout changes to the first floor.
- Flat entry to Flat 1 has been omitted in favour of having one shared access from New Road via a shared lobby.
- Floor levels have been adjusted to rectify previous design flaws in relation to adequate headroom requirements.

New Units 1-3

- Refuse store to the lower ground floor/basement has been omitted along with door to Brighton road side due to limited usability in relation to steps and low head height door required, just wasn't practical and will now be used as a store.
- Pavement windows to new road side have been omitted from lower ground floor.
- Slight layout change has been made all upper ground floors by moving kitchen and bathrooms to north side to improve the proposed drainage design.
- First and Second floor layouts have been amended to Units 2 & 3 due to a smaller footprint to improve the use of the available space.
- Floor levels have been adjusted to rectify previous design flaws in relation to adequate headroom requirements.

External Areas

- Additional parcel of land has been purchased to the eastern boundary to enable an improved design to accommodate a new Bin and Cycle Store Area to provide an easily accessed store for each dwelling providing space for one refuse bin and one recycle bin and a secure cycle container.
- The additional parcel of land has also enabled us to improve on site parking by providing 5No. parking spaces, 1No. per dwelling and allowing a provision to provide a small soft landscaping scheme to be adopted.

Prepared by Philips Chartered Surveyors & McRae Smith Ltd