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ADUR & WORTHING
PLANNING SERVICES
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HERITAGE STATEMENT (1854-12/HS) 1 Oct 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)





This Heritage Statement is being provided due to the Site forming the South East boundary of the Shoreham-By-Sea Conservation Area. The Heritage Statement helps to support the application for planning re-submission to combine previous permissions ADC/0005/10 and ADC/0005/09 into one unified scheme. The Redevelopment not only aims to protect the Heritage of the Site but to Significantly Enhance the Conservation Area setting specifically the eastern entrance from the Brighton Road.

1.0 Significance of the place, including its status.

The site along with the Parcelforce site opposite forms the South Eastern Gateway into the Shoreham-By-Sea Conservation Area. The re-development of this Site is highlighted by Adur District Council as an opportunity to ***significantly enhance*** this Eastern Gateway into the Conservation Area. Please see Adur District Council Shoreham-By-Sea Conservation Area Character Appraisal and Management Strategy 2008 for further information relating to the Conservation Area, New Road and this Eastern Gateway site. The site has no other specific heritage grading.

2.0 Description of the site and surrounding area (making reference to conservation area appraisals referenced above):

View from the East entering the Conservation Area along the A259 Brighton Road



View from New Road



Extract from the Adur District Council 2008 Appraisal specific to this Site

"The eastern entrance of the conservation area on Brighton Road is of much poorer quality, marked by the large disused Parcelforce building, which is proposed for redevelopment, on the left hand side. Although this site is not within the designated conservation area, it is prominent and the development of the site will have a major impact on the appearance of the gateway into the area. The design of new development on the periphery of the conservation area should be of sufficient quality to enable the designated area to expand to include them. The other buildings in the gateway area, the yacht club on the left and row of terraced houses on the right, could generally benefit from maintenance. ***A prefabricated, flat roofed, bright yellow, commercial building marking the far eastern boundary further adds to the poor quality of the area. It is noted that this building is now vacant and represents a redevelopment opportunity which could significantly enhance this entrance, along with the Parcelforce development.*** Currently, the townscape quality does not significantly improve until around 200 metres to the west when the historic core is entered. At this point, the riverside setting and buildings of the High Street are brought into view. In particular, the prominent side gable on the Grade II listed building at 23-25 High Street acts to draw the eye down the High Street."

unlisted buildings and provides the basis for policies designed to preserve or enhance all the aspects of character or appearance that define an area's special interest.

The Shoreham-by-Sea Conservation Area was originally designated in May 1971 covering an area encompassing the shopping areas of High Street, East Street and Brunswick Road; the areas surrounding St Mary's Church; and the adjoining residential areas. In 1993 the conservation area was extended to infill the remaining areas south of the railway line and to encompass two further streets north of the railway line, Southdown Road and Queens Place. The boundary was also extended southwards to the high water mark of the River Adur in recognition of the importance of the riverside setting of the town.

Section 71 of the Act requires that local authorities shall formulate and publish proposals for the preservation and enhancement of any parts of their area which are conservation areas. Section 72 also specifies that, in making a decision on an application for development within a conservation area, special attention must be paid to the desirability of preserving or enhancing the character or appearance of that area.

The Character Appraisal gives an overview of the history and development of the conservation area and defines what it is that makes it special. It identifies elements of the area's character and appearance which make it special today and highlights where harm has occurred, identifying future opportunities for improvement or enhancement.

The Character Appraisal supports policies of the saved Local Plan and accords with the emerging Core Strategy.

In preparing this Heritage Statement and the re-development proposal of the site full consideration has been given to Conservation Area Character Appraisal & Management Strategy produced by Adur District Council. It is considered that the re-development of the site will not only protect but significantly enhance the Conservation Area and specifically the eastern approach to it.

Prepared by Philips Chartered Surveyors & McRae Smith Ltd.

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:

External walls – White render finish
Roofs – All pitched roofs to be finished with natural slates and all flat roof dormers to be finished with traditional lead sheet.
Windows – Will be white uPVC casements but styled to match sliding sash with Horns, thin window bars, etc
Front door – Will be four panels composite wood grain effect black or coloured with top panels glazed with obscure glass.
External lighting - There will be no external lighting apart from a low wattage down lighter for each of the front doors on New Road.

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.

11.0 Consideration of siting/location of 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 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 hard-standing 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.

12.0 Reference to all relevant policies to ensure the proposed works comply with the same.

Planning Policy Guidance Note 15 (PPG 15) 'Planning and the Historic Environment' Office of the Deputy Prime Minister (1994)

Conservation areas are designated under the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1990 ("the Act"). Section 69 of the Act imposes a duty on local planning authorities to designate as conservation areas any 'areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance'. Designation introduces a general control over the demolition of

1854-12 PL5 – Proposed Sections

1854-12 PL6 – Proposed External Areas

8.0 Justification for the proposed works.

The existing buildings are no longer financially viable due to their size, layouts and state of repair, and they have remained unoccupied for over four 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.

9.0 Impact of any change of use or increased intensity of 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.

10.0 What materials are going to be used.

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

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.

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. Hard standing areas to be finished with grey block paving and the car park spaces will have grey galvanised lockable lift up bollards.

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.

3.0 Assessment of historic maps

Full Historical Maps are provided with the application, Geo-technical and Geo-environmental assessments by Ashdown Site Investigation have been carried out please see reports LW20089 and LW20089/map. The historic maps of the town show that this layout of the surviving streets is generally unchanged.

4.0 History of the development of the site/building.

This historic map also shows that at the time of the earliest map referenced in 1873 three structures were shown on the site. In 1898 an additional is shown on the northern boundary of the Site. The map details for 1969-1974 Show that the site has been redeveloped with buildings shown occupying the footprint of the existing structures.

5.0 Reference to relevant planning history.

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 Residential Character of New Road a more sympathetic design in keeping with the neighbouring residential properties would be more appropriate.

Also in relation to the additional land consideration had been given to potentially extending the permitted building line beyond the original foot print to gain a fourth town house on the site. However it is felt that the current proposal better protects and enhances the Conservation Area in relation to the following points: off-street

parking, off-street bin storage, easy access to sustainable transport with the external bicycle storage. .

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.

6.0 Full historic/archaeological survey.

The conservation area encompasses the historic core of Shoreham and as such the potential for medieval deposits and features is high. The West Sussex County Council maintains a Historic Environment Record (HER), a county wide database of historic environmental information.

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.

7.0 Schedule of works (cross referenced to floor plans/elevations with annotations).

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 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.

The Site layout and individual dwelling layouts shall be in accordance with the following drawings. The proposed buildings utilise 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)

How does the proposal protect or preserve the character and appearance of the conservation area?

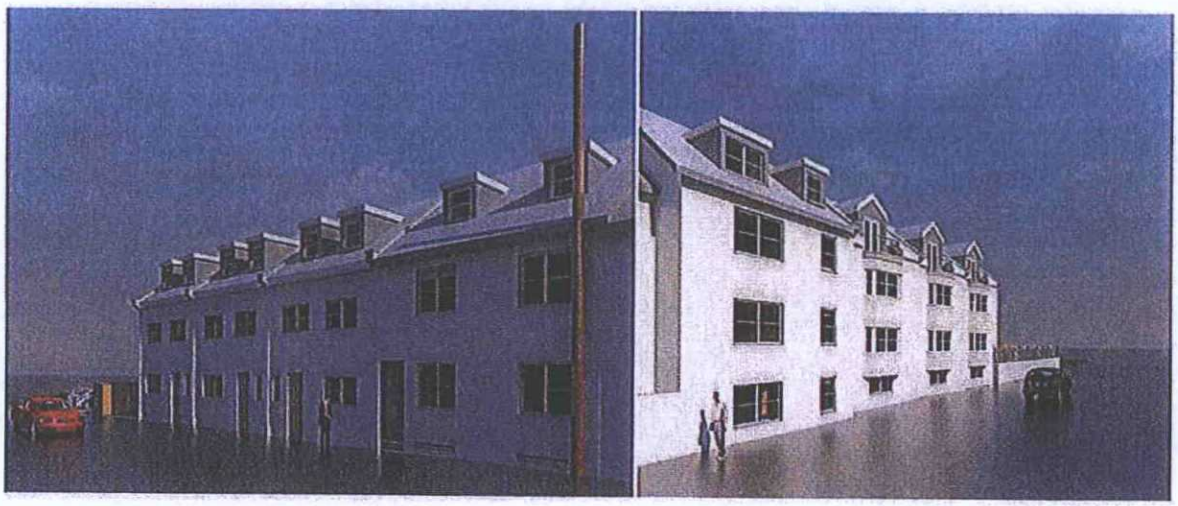
The Site offers an opportunity for redevelopment as part of the overall Shoreham Renaissance Strategy. The development will have a positive effect on the surrounding Conservation Area significantly enhancing the setting due to well integrated design and scale. The development is prominent on the eastern edge of the conservation area, and will form a well defined and attractive development at the eastern end of New Road, being respectful to the character of the area. The choice of materials will be sympathetic to the location and historical setting, whilst significantly enhancing the streetscape of both New Road and Brighton Road.

Scale and 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 protecting the heritage of the conservation area, extending the residential terrace of New Road, 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 height and footprint of the existing four storey property number 62 remains unchanged. The new row of town houses has a matching ridge line that steps down along the terrace due to the slight level change of the roof that ultimately steps the ridge heights down along the terrace eastwards.

This stepping down of ridge level as the terrace progresses improves the visual appearance. Along Brighton Road the elevations step in as you progress eastwards, which with the projecting bay windows and roof dormers, break up both the roof line and elevation views. The small dormers facing New Road are an appropriate scale and provide interesting character to the roof line. All roofs and dormers will be finished in traditional natural slate and lead sheet.



What is the character of the area?

The Shoreham-by-Sea Conservation Area is 29 hectares in area and encompasses a wide range of uses and buildings. Six main areas of different "character" within the town are considered two of them being Residential Areas, the Site falls into one of the Residential Areas as characterized below:

Residential Areas within the Historic Core (Middle Street, John Street, Ship Street, West Street and New Road) General character: close knit residential development, historic terraces and cottages, narrow streets, few vehicle movements, significant use of flint.

What existing design is prevalent?

The conservation area contains a large mix of different types of building due to its mixed character. The most common type of building is the residential house or cottage with associated outbuildings. In the commercial areas, the buildings are used for shops, restaurants and services with a residential element on upper floors. While some of the more modern buildings have been purpose built for commercial use, a number of the older buildings were originally used for residential or other uses and have since been converted to commercial use. This is the case with number sixty-two New Road the original use would have been residential, before being converted to offices and shop. It has now been derelict for at least four years.

A significant number of the buildings within the residential areas are groups of two and three storey terraced houses, many dating from the Victorian period (e.g. Queens Place, Southdown Road (west side), Ham Road, New Road). These are former artisan's houses of a simple design with pitched roofs in a straight up and down configuration and full side gable ends. Other historic cottages and houses date from the 18th and 19th centuries and are of a similar small scale but vary in overall design, with a mix of roof styles and containing unique architectural features such as small, well proportioned dormer windows inserted into the roof space.

What are the predominant materials?

The building materials used in the earlier buildings in central parts of town include cobblestones, pebbles and flint with brick quoins (often painted) around openings and edges. Painted render or stucco is most popular on the groups of terraced houses, which gave the walls of buildings in this coastal village protection against the weather.

In the residential areas, stucco terraces are generally painted in an assortment of colours, providing a bright and vibrant streetscape where the exteriors have been well maintained. Queens Place is a particular example. Closer to the town centre, the buildings are more muted in colour, generally whites, creams and browns. In most cases, the use of colour is appropriate to the particular setting of the building, although a small number of examples are noted where a change of colour would be more in keeping with the area.

The majority of houses in New Road adjacent and opposite to the Site have painted render although some are in need of maintenance and / or redecoration.

The earliest roofing tiles were Flemish Tiles sourced from Holland and brought in through the port. Clay tiles were also manufactured in Sussex from Roman times due to the local fine clays. Slate roofs then became common in areas near the railway, with slate being brought in by train from Wales and many buildings do still retain their original slate roofs. Later buildings are roofed with 'Redland 49', an interlocking concrete tile and many buildings have had their original slate roofs replaced with these. These concrete tiles are now the most typical roof covering across the conservation area and generally have spoiled the appearance of the rooflines of terraces. This is currently the case in New Road with properties opposite and adjacent to the Site clad in concrete tiles.

The predominant window styles are sliding sash windows and narrow top hung windows. In many of these cases, the original timber framing has been replaced by modern aluminium or UPVC frames. Although these are individually minor alterations, they cumulatively degrade the historic character of the houses. It is noted that many of these have aimed to retain the style of the original timber framing (e.g. including 'horns' on the frame to imply use of timber) and have also retained the size of the original window openings. Front roof dormer windows are relatively rare, but small pitched roof dormers do form interesting well proportioned features in a number of the unique historic buildings. In more uniform terraced development, roof lights have been inserted into many roof spaces as a less obtrusive feature than front dormer windows.

What is the street form/street pattern?

The core of the conservation area retains the original medieval grid pattern street layout, with side streets running in a general north-south direction off the High Street. The side streets are generally very narrow, capable of accommodating one lane of traffic. The historic maps of the town show that this layout of the surviving streets is generally unchanged. The buildings within the conservation area are generally set forward on the sites, with a large number of terraced dwellings fronting directly onto the street and having front steps directly abutting the pavement as is the case for the New Road Site.

Due to the close knit nature of the development within the conservation area, few properties benefit from the provision of off street parking. As such, the appearance of many of the streets in the conservation area is degraded by the lines of parked cars. The proposed development will provide for five off-street parking spaces. It will also encourage the use of, and enable better access to sustainable transport by providing each dwelling with an easy access secure external bicycle store.

Car Parking in New Road

