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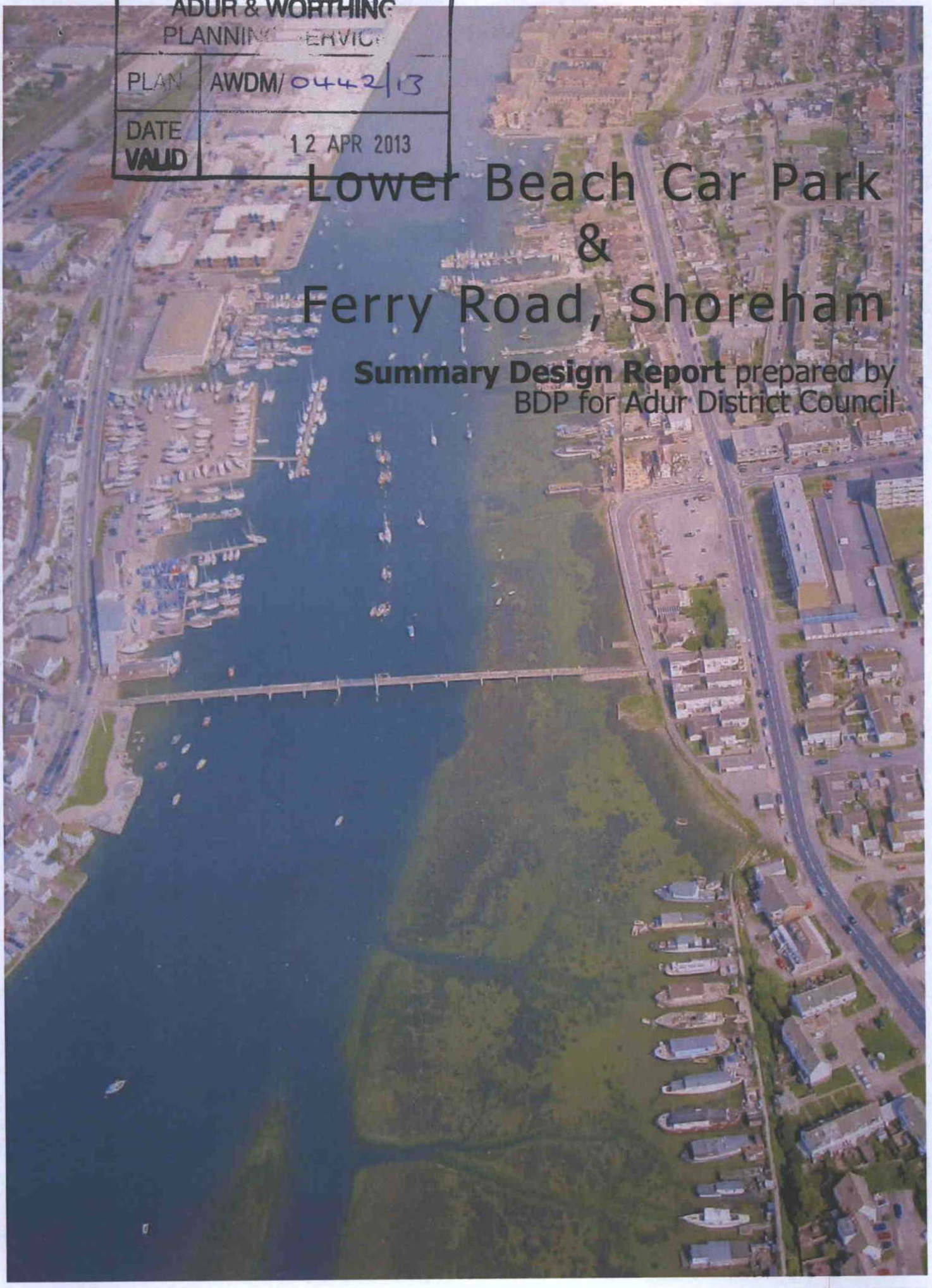

Lower Beach Car Park & Ferry Road, Shoreham

Summary Design Report prepared by BDP for Adur District Council

December 2012

BDP. Environment Agency Adur District Council west sussex county council shoreham port

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1.0 Introduction

THE PROJECT

This report has been prepared to summarise the design and consultation comments received for the concept design of the Lower Beach Car Park and Ferry Road in Shoreham. It also identifies the major comments raised and how these need to be considered by the client and design team during the detailed design.

Adur District Council and West Sussex County Council have joined together to improve Ferry Road and the lower beach car park where the new footbridge will terminate. These sites are part of the well used pedestrian connection between Shoreham town centre and Shoreham Beach, and will complete the overall enhancement of this route which includes, East Street, the new footbridge that will open in the summer of 2013 and the new boardwalk along Shoreham Beach.

The project aims to improve the public realm by creating a pedestrian link from the new footbridge to Ferry Road, rationalising the car parking and improving the area outside the shops along Ferry Road. BDP were engaged to develop initial design ideas and carry out stakeholder and public consultation on the proposals.

Consultation events were held on the 3rd and 13th of October 2012 and stakeholder meetings have been undertaken since the start of the project in July 2012. The main stakeholders have been Adur, WSCC and the EA.

These meetings and events have resulted in a wide range of comments which have ultimately helped define and inform the following:

- The design
- The brief and scope of works
- The principle aspirations of the project
- An understanding of how the spaces are used, by whom and what provisions people would like to see provided
- Establish the issues and constraints associated with the site
- Provide an understanding of the local context and broader community needs and desires

These meetings have also helped improve people's awareness of the project and helped them to gain an understanding of its size, location, budget and timescale.

PROJECT LOCATION AND CONTEXT PLAN



The linking strategy which emerged out of Shoreham Renaissance in 2006

2.0 Existing Site

ANALYSIS AND OPPORTUNITIES



Recently completed upgrade to East Street



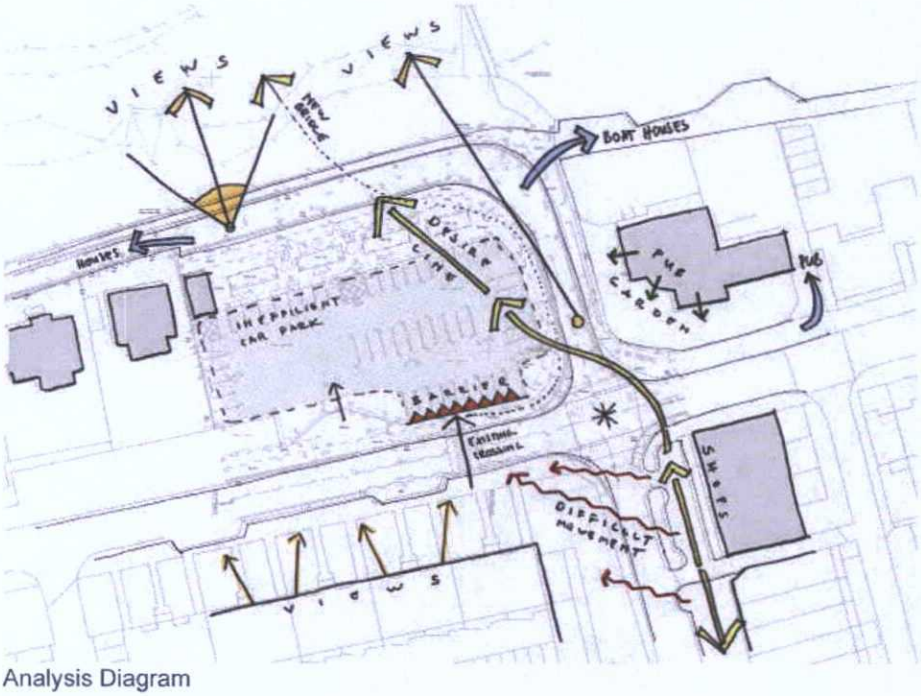
Artist's impression of the new Shoreham footbridge, currently under construction and due to open in summer 2013



The existing road from the existing footbridge



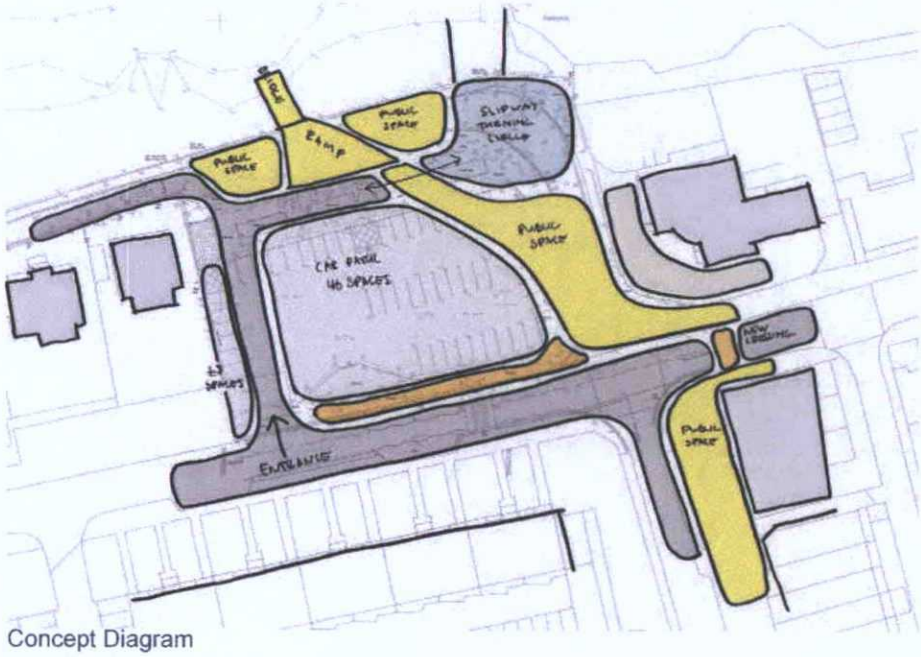
New boardwalk along Shoreham Beach



Analysis Diagram

Analysis Summary:

- Great views over Shoreham town centre
- Pedestrian desire lines interrupted by car park
- Existing crossing not in the correct place
- Great potential for this space



Concept Diagram

Key design opportunities:

- Better balance between pedestrian and vehicular space
- Seating areas adjacent to the water
- More efficient car park arrangement
- Relocation of the road to remove conflict points
- A straight connection from the new bridge to Ferry Road

EXISTING SITE PHOTOS



Point of proposed crossing



Vehicle control in the car park



Existing crossing



Recycling point



Maintenance building beside the car park



The view of the adjacent residential blocks



Access to houses and boat houses



Access to houses and boat houses



View along road leading to the existing foot bridge



Existing level change between the road and the harbour



Proposed slipway location



Ferry Road

3.0 The Proposals

MASTERPLAN



KEY DESIGN RECOMMENDATIONS:

1. Create a public space at the water's edge

- Create a public space over looking the River Adur, with new seating
- Level with bridge landing (raised 1m above the carpark level)

2. Provide a spacious boulevard for pedestrians and cyclists

- Provide a generous and gently sloping pathway between the new footbridge and the new public space for pedestrians and cyclists
- Provides direct access along desire line toward Ferry Road

3. Create a new public space

- Create a new space for pedestrians and cyclists
- Soften with low growing coastal planting and trees with open canopies
- Provide seating and cycle parking
- Maintain views towards the river from the pub

4. Re-configure Lower Beach car park

- Rationalise the car park layout to increase the number of parking bays to 61 which includes disabled parking bays
- Soften with low growing coastal planting and trees with open canopies

5. Improve Ferry Road public realm

- Create wider pavements to improve access and accommodate alfresco dining outside cafes
- Improve public amenity by providing new benches, bins and cycle parking
- Soften with trees tolerant to the salt and exposed coastal conditions

THE CARPARK AND NEW SQUARE PLAN



KEY/NOTES

1. Proposed footbridge leading to Shoreham Town Centre

2. Proposed EA flood defence wall, 1m above existing levels

3. Raised waterside space, level with the bridge and the top of the EA flood defence wall, with places to sit & enjoy views across the River Adur

4. Gentle sloping 1:21 walkway without handrails, provides direct access along desire line between Ferry road and foot bridge

5. Maximum 1:5 batter planted with low groundcover species, prevents the need for expensive retaining walls and enhances the view towards the River Adur

6. Shared space for vehicles, pedestrians and cyclists

7. Shared space for pedestrians & cyclists: spacious boulevard between Ferry Road and the proposed footbridge

8. Existing levels retained south of this line

9. Shoreham Beach car park, with an increased number of parking spaces: 57 standard bays, 2 disabled bays and 3 motorcycle bays.

10. Motorcycle parking

11. Pay and Display Machine & existing feeder pillar

12. Height restrictor for car park at entrance and exit

13. Bollards to perimeter of car park

14. Maintenance building with adjacent loading bay

15. Relocated bus stop and shelter

16. Granite block bench

17. Bench, model as per Shoreham Streetscape Guide

18. Cycle stands, model as per Shoreham Streetscape Guide

19. Proposed trees suitable for saline soil and windy conditions

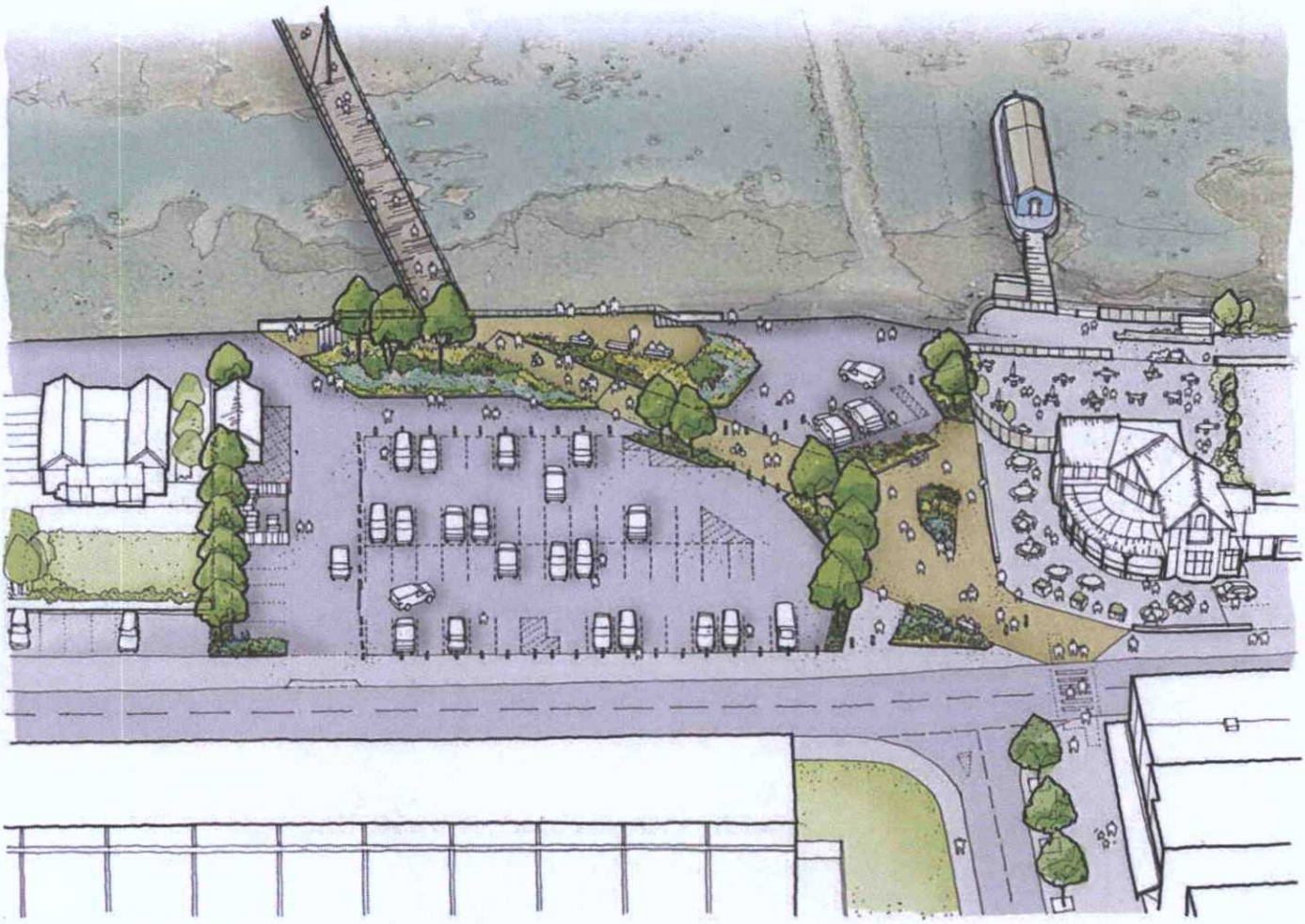
20. Proposed low maintenance planting suitable for saline soil and windy conditions

21. Proposed crossing, positioned to link Ferry Road and the car park site/ footbridge

22. Ferry Road, improved public realm and pedestrian area

23. The Waterside Pub beer garden

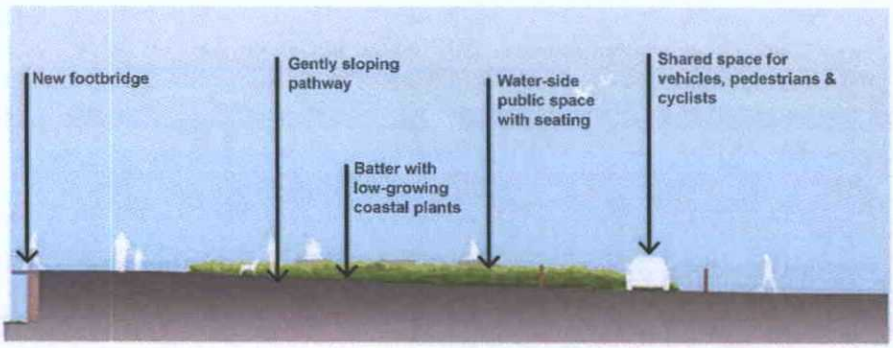
3D VIEW AND SECTIONS



Artist's impression of the lower beach car park & ferry road improvements



Section AA:

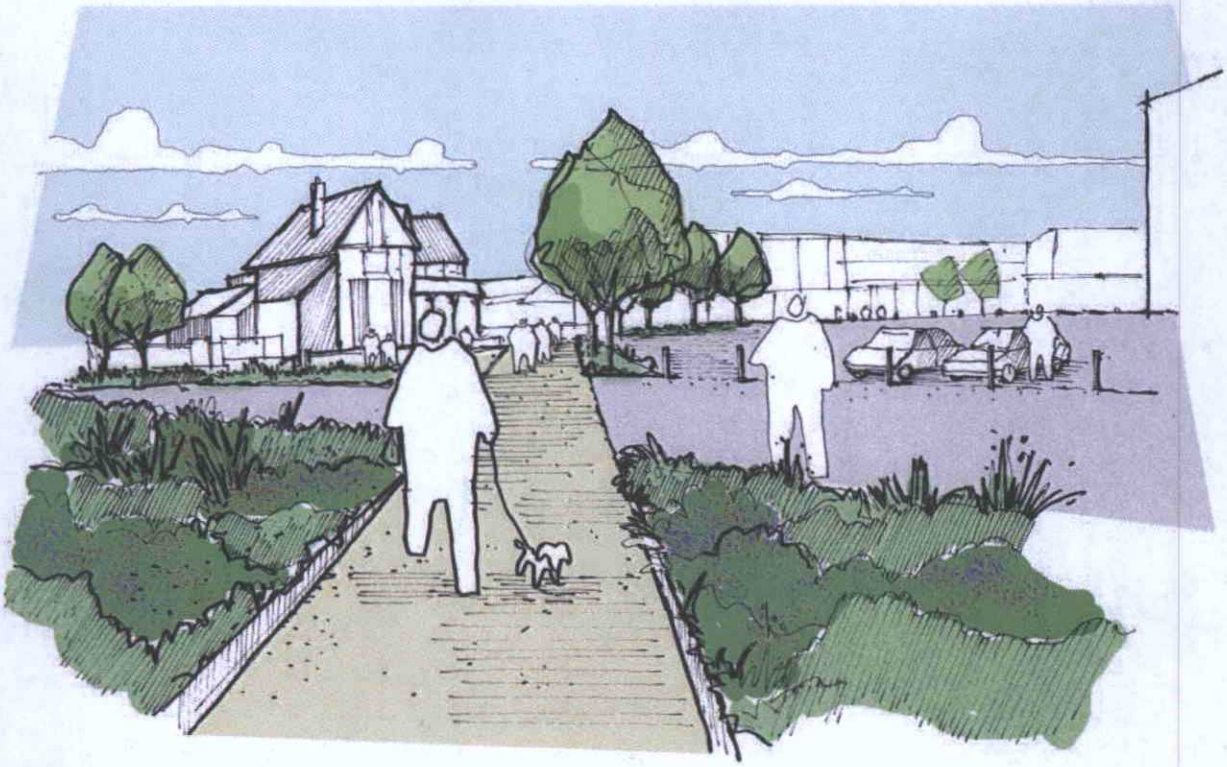


Section BB:

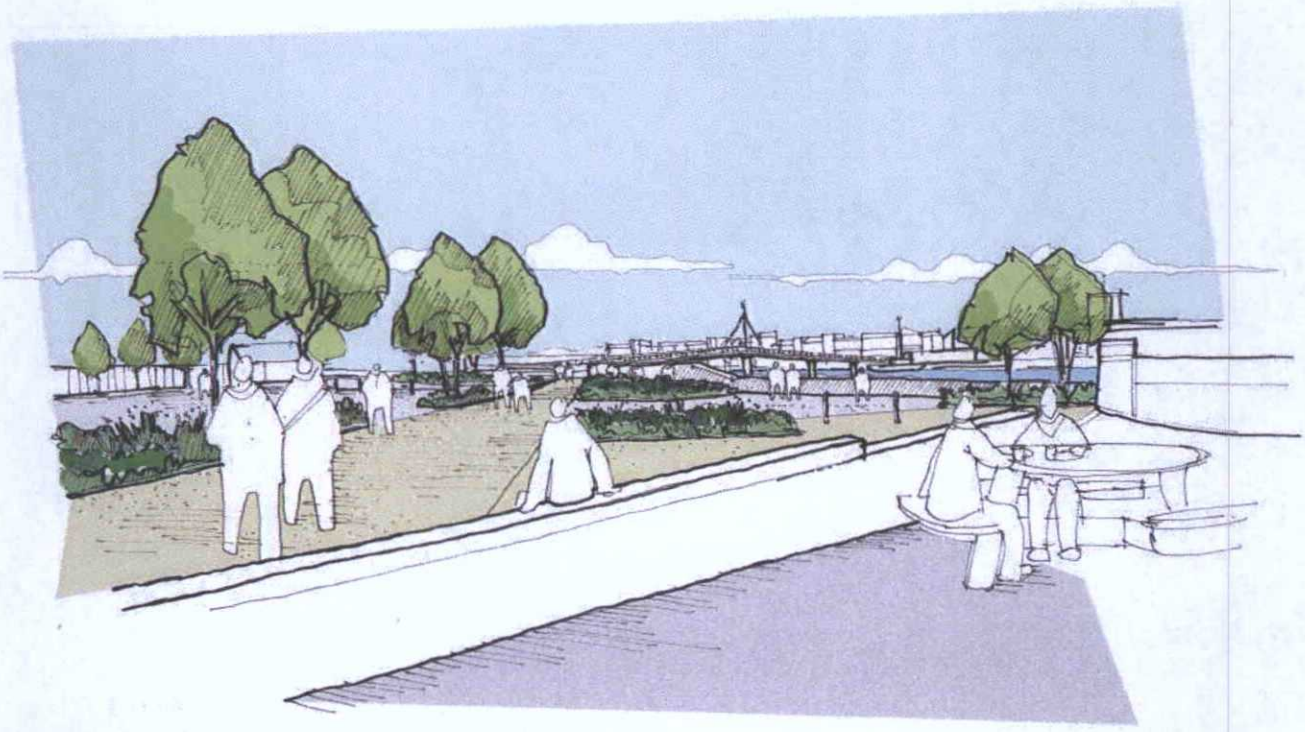


Sections location plan

VIEWS ALONG THE NEW PEDESTRIAN ROUTE

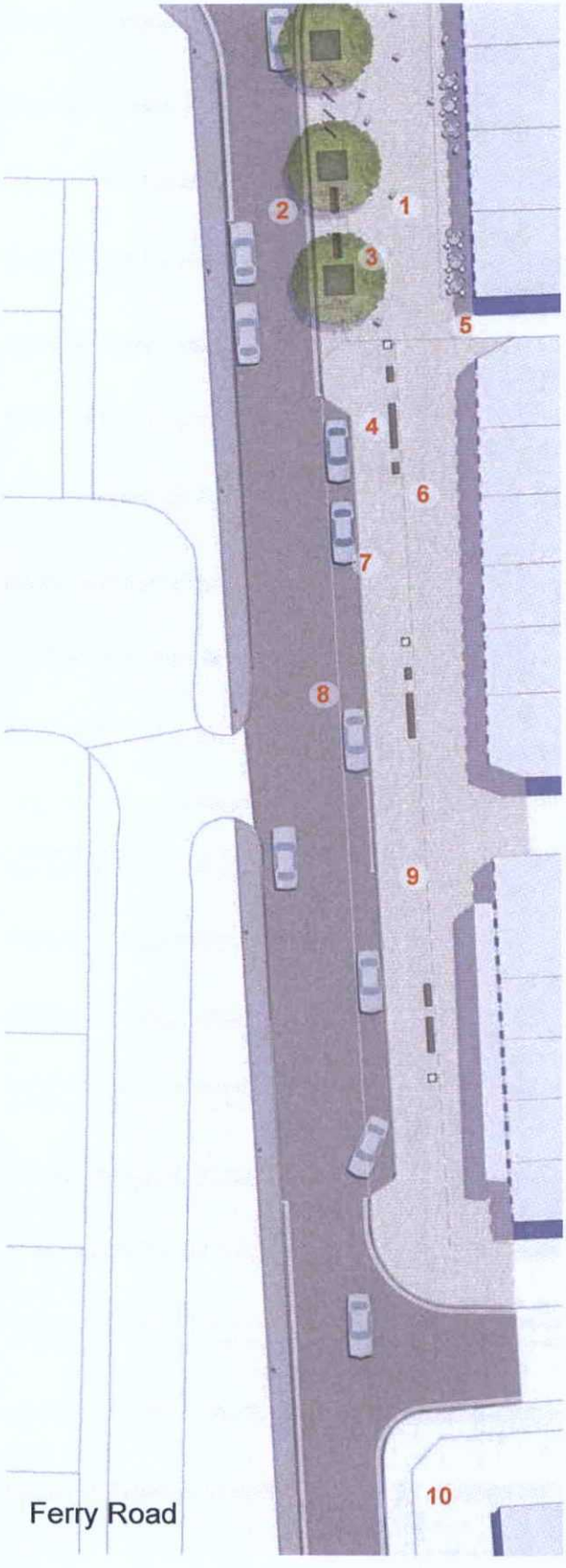


Artist's impression of the view along the pedestrian and cycle pathway towards the Waterside Pub and Ferry Road



Artist's impression of the new public space and the view towards the footbridge from the Waterside Pub

FERRY ROAD PLAN



KEY NOTES:

1. Renovation of existing Lay-By
2. Extension of double yellow lines
3. New trees and street furniture
4. Possible short stay loading bay
5. Retain existing access requirements
6. Pave private forecourts in the same material as highways footpath
7. Retain existing parking bay
8. No changes to parking on carriageway
9. Reposition existing street furniture
10. Consider new zebra crossing to connect to beach

VISUALISING FERRY ROAD



Existing Ferry Road



Artist's impression of the Ferry Road improvements

4.0 Extracts from the streetscape guide

CAR PARK AND NEW SQUARE MATERIALS AND FURNITURE PALETTE

These pages have come from the Shoreham Harbour streetscape guide which has been used to determine character and associated materials to be used within this scheme. In line with the coded character areas , the main car park area relates to H5 harbour character which is described as follows: Secondary shopping / Local parade / Squares, Small shopping strips in the harbour area that serves the immediate locality. The forms in the public realm should be solid and refined that are softened by finely rough edges. The materials used should be refined timbers, stainless steel and stone.



The car park site

Seat C



- A seat with backrest and optional arm rests
- Neutral, elegant and clean design
- Thin to medium timber slats with a thick profile for the seating component, solid looking galvanized steel or stainless steel frame for the structure and for the arm rests

Bench A / Bollard C



- Solid granite block cubes or rectangles
- 450mm high x min 350 - 450mm wide
- Fine picked or cropped sides with a honed top and chamfered edges

Bin B



- Capacity 90 - 120L
- Bin to have a closed top
- Single opening hinge door
- Square bin with vertical timber slats, all steel elements to be fully galvanised to protect against marine environment
- Shoreham harbour logo approx 120mm in council colour

Bollard F



- Solid square section hardwood bollards treated or untreated and allowed to weather naturally
- Pointed top with a thin rebate
- 1000mm tall x 150mm min wide
- A removable option where bollards are proposed and controlled access is necessary

Cycle stands B



- Stand to be a tubular hoop fin design measuring at least 800mm high and approximately 50mm diameter
- Marine grade stainless steel 316
- Stands to be grouped together in sets of 3-6 and located so as to not impede pedestrian flow

Signage



- Signage to be simple tall and elegant
- Protruding elements to be kept to a minimum
- Clear height under protruding elements to be 2.4m min
- Maps and graphics to be universally accessible

Public Art



- To be site specific
- Public art can include sculptures, monuments, details in the paving or on walls, banners, lighting or temporary elements
- Collaboration should be sought between the council, artist and those commissioning the work
- Planning permission required

Street lighting A



- Painted galvanised columns
- Columns to be spaced to ensure correct lux levels are achieved
- Columns to be 8m high
- Simple and elegant forms
- Light columns and luminaires to be approved by highways and PFI contractor if required

Feature lighting



- Feature lighting can be used to enhance the evening and night time ambience of an area
- Ensure lights cause as little light pollution and disruption to surrounding residences as possible
- Use LED luminaires where possible

Footpath E



- Concrete block pavers
- Thickness to be suitable for vehicular overrun
- Exposed aggregate concrete
- Natural coloured units to be used
- Pavers to comply with British Standard requirements for slip resistance

Utility and inspection covers



- Covers to be orientated to align with paving bond
- Approval to be sought from utility companies prior to adjusting or changing pit lids

Carriageway A



- Hot rolled asphalt
- Hot applied thermoplastics lines and required road markings
- Asphalt to comply with council highways specification

Kerb B



- Granite kerb 150mm - 300mm wide and height to highways specification
- Salvaged granite kerbs to be reused wherever possible
- 10mm bullnose required to all exposed edges of kerbs
- Quadrant kerbs to be used on corners where high impact is expected

Tree surrounds E



- Tree pit to be minimum of 2m² in a shape to accommodate tree rootball and any other accessories such as uplights and watering points
- Location to avoid underground services
- Bound gravel surfacing

Bus stops



- Bus stops to be to council specifications and approval

Outdoor advertisements



- Site specific and individual planning applications required for all outdoor advertising and signage

Vegetation



- All species are to be salt tolerant and suitable for a coastal environment
- Native species to be used where possible
- Trees to be securely staked, hardy and able to withstand strong winds

NOTE:
For detailed specification information refer to 5.0 Technical Specifications

FERRY ROAD MATERIALS AND FURNITURE PALETTE

These pages have come from the Shoreham Harbour streetscape guide which has been used to determine character and associated materials to be used within this scheme. In line with the coded character areas , Ferry Road area relates to B5 Beach character which is described as follows: Secondary shopping / Local parade / Square, Small shopping strips in the beach area that serves the immediate locality. The forms in the public realm should be bold, simple, solid and unadorned. The materials used should be raw refined material such as timber, stainless steel, and exposed aggregate concrete in warm buff coloured hues.



Ferry Road

Seat D



- A seat with backrest and optional arm rests
- Neutral bold and simple in design
- Thick solid and broad timber slats with a solid and robust looking galvanized steel frame for the structure and for the arm rests

Bench A / Bollard C



- Solid granite block cubes or rectangles
- 450mm high x min 350 - 450mm wide
- Fine picked or cropped sides with a honed top and chamfered edges

Bin B



- Capacity 90 - 120L
- Bin to have a closed top
- Single opening hinge door
- Square bin with vertical timber slats, all steel elements to be fully galvanised to protect against marine environment
- Shoreham harbour logo approx 120mm in council colour

Bollards H



- Solid square section hardwood bollards treated or untreated and allowed to weather naturally
- Rounded top
- 1000mm tall x 150mm min wide
- A removable option where bollards are proposed and controlled access is necessary

Cycle stands B



- Stand to be a tubular hoop fin design measuring at least 800mm high and approximately 50mm diameter
- Marine grade stainless steel 316
- Stands to be grouped together in sets of 3-6 and located so as to not impede pedestrian flow

Signage



- Signage to be simple tall and elegant
- Protruding elements to be kept to a minimum
- Clear height under protruding elements to be 2.4m min
- Maps and graphics to be universally accessible

Public Art



- To be site specific
- Public art can include sculptures, monuments, details in the paving or on walls, banners, lighting or temporary elements
- Collaboration should be sought between the council, artist and those commissioning the work
- Planning permission required

Street lighting A



- Painted galvanised columns
- Columns to be spaced to ensure correct lux levels are achieved
- Columns to be 8m high
- Simple and elegant forms
- Light columns and luminaires to be approved by highways and PFI contractor if required

Feature lighting



- Feature lighting can be used to enhance the evening and night time ambience of an area
- Ensure lights cause as little light pollution and disruption to surrounding residences as possible
- Use LED luminaires where possible

Footpath D



- Concrete block pavers
- Thickness to be suitable for vehicular overrun
- Exposed aggregate concrete
- Natural coloured warm hued units to be used
- Pavers to comply with British Standard requirements for slip resistance

Utility and inspection covers



- Covers to be orientated to align with paving bond
- Approval to be sought from utility companies prior to adjusting or changing pit lids

Carriageway A



- Hot rolled asphalt
- Hot applied thermoplastics lines and required road markings
- Asphalt to comply with council highways specification

Kerb B



- Granite kerb 150mm - 300mm wide and height to highways specification
- Salvaged granite kerbs to be reused wherever possible
- 10mm bullnose required to all exposed edges of kerbs
- Quadrant kerbs to be used on corners where high impact is expected

Tree surrounds E



- Tree pit to be minimum of 2m² in a shape to accommodate tree rootball and any other accessories such as uplights and watering points
- Location to avoid underground services
- Bound gravel surfacing

Bus stops



- Bus stops to be to council specifications and approval

Outdoor advertisements



- Site specific and individual planning applications required for all outdoor advertising and signage

Vegetation



- All species are to be salt tolerant and suitable for a coastal environment
- Native species to be used where possible
- Trees to be securely staked, hardy and able to withstand strong winds

NOTE:
For detailed specification information refer to 5.0 Technical Specifications

5.0 Technical Specifications

SPECIFICATIONS RELEVANT FOR BOTH AREAS

Bench A



- Supplier: CED (Ph: 0170 886 7237) or equal and approved
- Product reference: Custom designed
- Material: Granite
  - Finish: Honed top, sawn, cropped or fine picked sides, 20mm chamfer to all exposed edges
  - Colour: Silver grey
- Size: 1500-2000mm long x 450mm wide x 450-470mm above adjacent footpath.
- Accessories / special requirements: None
- Method of fixing: Mortar fixed to concrete foundation.

Bin B



- Supplier: Street master (Ph: 0163 984 5394) or equal and approved
- Product reference: Flint bin with lid
- Material: Seasoned European oak slats and ferrocast steel frame
  - Finish: To manufacturers specification
  - Colour: Slats standard and frame RAL 7016
- Size: 110L
- Accessories / special requirements: 120mm high Shoreham Harbour logo to be displayed on bin. Colour of logo to be either Brighton and Hove or Adur Councils colour depending on where bin is located. Pull lock required.
- Access: Key operated access door.
- Cleaning: Galvanised steel liner can be removed to allow access to internal bin area and the ground.
- Keys: for all new bins that are to be emptied by the local authority contact streetecene to establish number of keys required for hand over.
- Method of fixing: Surface mounted or root fixed

Bollard C



- Supplier: CED (Ph: 0170 886 7237) or equal and approved
- Product reference: Custom designed
- Material: Granite
  - Finish: Honed top, sawn, cropped or fine picked sides, 20mm chamfer to all exposed edges
  - Colour: Silver grey
- Size: 450mm long x 450mm wide x 450-470mm above adjacent footpath.
- Accessories / special requirements: None
- Method of fixing: Mortar fixed to concrete foundation.

Bollard F



- Supplier: Streetmaster (Ph: 0163 984 5394) or equal and approved
- Product reference: Pointed and rebated timber bollard
- Material: Seasoned European oak
  - Finish: Bollard E - None, left to weather naturally
    Bollard F - Light coloured spirit based wood stain
- Size: 1000mm high x 150mm wide x 150mm deep
- Accessories / special requirements: Rebate 10mm wide 100mm below top edge of bollard.
- Method of fixing: Root fixed.

Bollard H

- Supplier: Streetmaster (Ph: 0163 984 5394) or equal and approved
- Product reference: Domed topped timber bollard
- Material: Seasoned European oak
  - Finish: Bollard H - Dark oak coloured spirit based wood stain
- Size: 1000mm high x 150mm wide x 150mm deep
- Accessories / special requirements: None
- Method of fixing: Root fixed.



Cycle Stands B

- Supplier: Furnitubes (Ph: 020 8378 3200) or equal and approved
- Product reference: Fin 480 BP
- Material: Stainless steel
- - Finish: Polished
  - Colour: None
- Size: 800mm high x 980mm wide x 48mm diameter
- Accessories / special requirements: 316 marine grade stainless steel.
- Method of fixing: Root fixed.



Seat C

- Supplier: Benket (Ph: 0800 169 1523) or equal and approved
- Product reference: Kombial M100 PAG with armrests
- Material: Pagwood slats (wood laminate composite) and stainless steel frame
  - Finish: To manufacturers specification
  - Colour: Natural, or powder coated silver or grey
- Size: 1800mm long
- Accessories / special requirements: 316 marine grade stainless steel.
- Method of fixing: Ground anchored into concrete footing to manufacturers specification. Footing to be set below finished surface level.



Seat D

- Supplier: Falco UK Ltd (Ph: 0153 838 0080) or equal and approved
- Product reference: FalcoBloc Seat (article number 31.059.121) with strip for mounting on concrete footing
- Material: FSC certified hardwood and robust galvanised steel framework
  - Finish: To manufacturers specification
  - Colour: Natural to manufacturers specification
- Size: 1660mm long
- Accessories / special requirements: None
- Method of fixing: Bolting to concrete footing. Footing to be set below finished surface.



Monoliths

Monoliths can be used to provide orientation and context at significant junctions. The graphics for each monolith sign should be custom designed and can include contextual maps, directional arrows, artwork, contact details, logos, advertising, information on the area such as history, ecology, interesting facts, etc.

Supplier: Oppidum urban:elements, contact Simon Styles, E: ss@oppidum-ue.com, PH: 0113 271 4230, M: 07777 800 502

Product reference: Monolith sign

Sign Size: 2600mm high x 460mm wide x 100mm deep

Sign Components:

- Frame: Galvanised RHS frame 2400mm high x 460mm wide
- Base plates: Polished stainless steel 400mm x 452mm x 4mm thick (required on 2 sides)
- Edge plates: Polished stainless steel 2400mm x 100mm x 4mm thick (required on 2 sides)
- Glass panels: Three 10mm thick low iron toughened glass panels 600mm high x 450mm wide and one 200mm high x 450mm wide (required on 2 sides)
- Top Block: 460mm wide x 100mm thick x 300mm high (of which 100mm is recessed into sign frame). Block at top can be any standard resin colour or timber, relevant local authority to confirm.

Graphics:

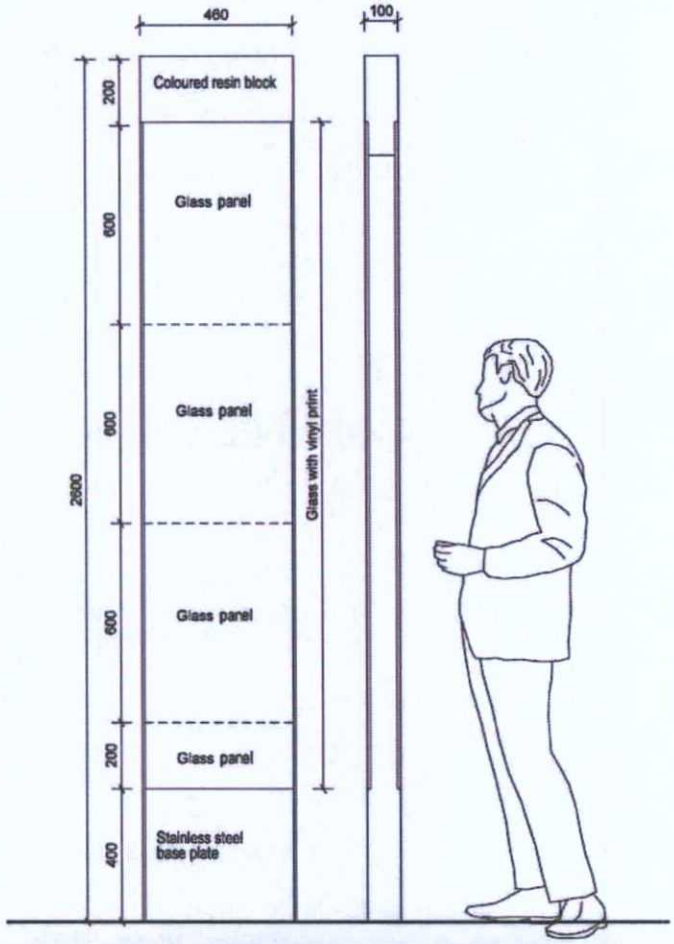
- Digitally printed graphic onto vinyl film reverse applied to glass. Symbols, graphics and lettering to be provided for each sign individually.

Graphic Artwork:

- Supplier: The client.
- Design considerations: The graphic artwork should be based on the sizes and layout of the glass panels, so as to take into account the joints between the glass panels and the gaskets that secure the panels to the signage frame.
- Size: 2000mm long x 450mm wide and to have at least 10mm bleed along all edges
- Format: High resolution pdf format

Fixing: Signs attached to concrete foundation via resin anchors.

Time:
Lead time is 6-8 weeks provided the graphical artwork information is available.







Finger post signs

Finger posts provide directional information to surrounding destinations and facilities, and identify any significant routes within the immediate vicinity.

Supplier: Oppidum urban:elements, contact Simon Styles, E: ss@oppidum-ue.com, PH: 0113 271 4230, M: 07777 800 502

Product reference: Finger Post

Sign:
To have a clear distance from ground to first finger of 2.3m. No more than 5 layers of signage fingers per finger post. When cycle information is required it is to be located on the bottom fingers and separated from the other directions by a double spacer.

Sign components:
Post: 100mm diameter polished 316 marine grade stainless steel post.

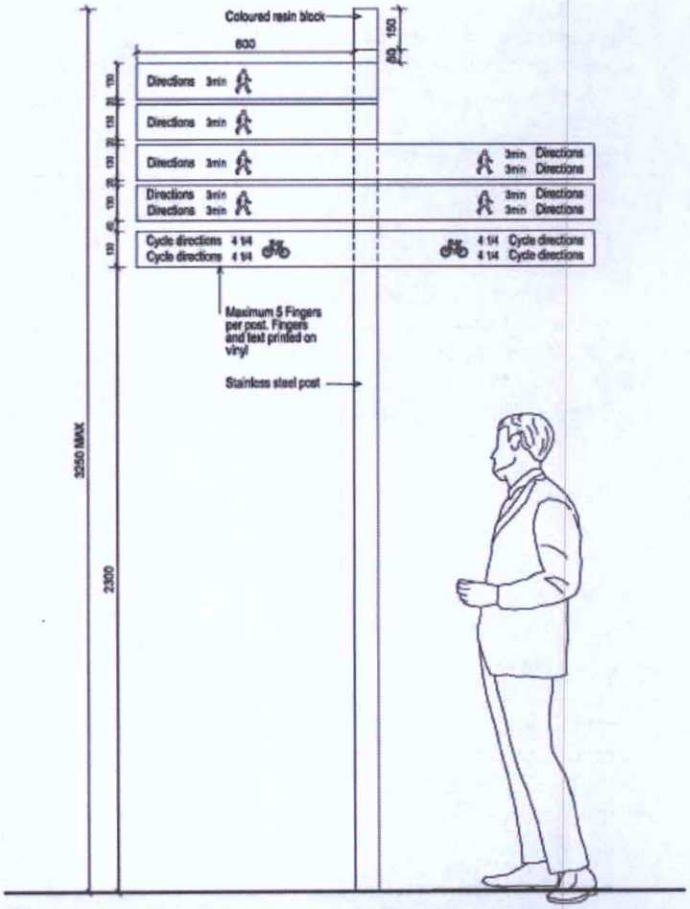
Top Block:
150mm high x 100mm dia (resin to be recessed into top of post). Block at top can be any standard resin colour or timber, relevant local authority to confirm. 50mm spacer required between resin block and top fingers.

Fingers:
800mm long x 130mm wide. 20mm spacer between fingers and 40mm spacer between cycle fingers and other destination finger signs. Relevant local authority to confirm colour of fingers.

Graphics:
Digitally printed graphic onto vinyl film applied to anodised fingers. Symbols, graphics and lettering to be provided for each finger individually.

Fixing:
Root mounted in concrete footing.

Time:
Lead time is 6-8 weeks provided the graphical artwork information is available.





Street Light A

- Supplier: West Sussex County Councils Lighting PFI contractor or WRTL (Ph: 0121 521 1234) or equal and approved.
- Column:
  - Product: 8/10/12m straight shaft (no bracket)
  - Finish: Amercoat 71P/PSX 700 polysiloxane and Amercoat 4560 GF epoxy glass flake root protection
  - Colour: None
- Luminaire:
  - Product: Arc 80 with 60W Cosmopolis lamp dimming ballast DynaVision Lumastep
- Accessories / special requirements: Main shopping areas and streets to have festival light fittings.
- Method of fixing: To manufacturers specification.



Carriageway A

- Asphalt carriageway for minor and major roads
- Material: 55% HRA in accordance with clause 911 of SHW and BS EN 13108-4, PD6691, BS 594987
  - Surface course: HRA 55/14C surf des HS PSV 65 EN 13108-4
  - Laid 50 -45mm thick
  - Slip resistance: Min PSV = 65
  - Max Aggregate Abrasion Value (AAV): 14
  - Min Target Binder Content Bact: 6%
  - Min Stability: 4-8KN across the whole of the + or - 0.6% binder content tolerance
  - Max Flow: 7mm
- Accessories / special requirements: Warranty for skid resistance required



Kerb B

- Supplier: Marshalls (Ph: 0870 600 2425) or equal and approved
- Product reference: Granite kerb
- Material: Granite
  - Finish: Fine picked
  - Colour: Silver grey
- Size: 150 - 300mm wide
- Accessories / special requirements: 10mm bull nose to all exposed edges. Recycled granite kerbs to be used wherever possible.
- Method of fixing: To manufacturers specification.



Footpath D

- Supplier: Marshalls (Ph: 0870 600 2425) or equal and approved
- Product reference: Perfecta
- Material: Concrete block
  - Finish: To manufacturers specification
  - Colour: Natural
- Size: 400 x 400mm
- Accessories / special requirements: To designers detail.
- Laying: To engineers specification.
- Finished path has to be suitable for occasional vehicular overrun.



Footpath E

- Supplier: Marshalls (Ph: 0870 600 2425) or equal and approved
- Product reference: Pallas
- Material: Concrete block
  - Finish: To manufacturers specification
  - Colour: Light granite
- Size: 400 x 400mm
- Accessories / special requirements: To designers detail.
- Laying: To engineers specification.
- Finished path has to be suitable for occasional vehicular overrun.



Tree Surrounds E

- Supplier: Greenleaf Horticulture (Ph: 0142 471 7797) or equal and approved
- Product reference: Arboresin
- Material: Gravel
  - Colour: Silver grey
- Size: 10mm angular gravel
- Accessories / special requirements: Maintain a gap of 50mm around trunk diameter.
- Laying: To manufacturers specification.



ADDITIONAL ELEMENTS THAT ARE ALSO RELEVANT

Footpath A

- Asphalt footpath for pedestrian use and lightly trafficked path to designers detail
- Standard: BS EN 13108-1
- Material: Asphalt
  - Surface course: AC6 dense surf 100/150
- Accessories / special requirements: To designers detail.
- Finished path has to be suitable for occasional vehicular overrun.



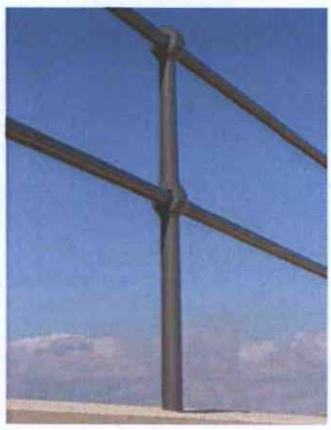
Footpath B

- Resin bonded asphalt footpath for pedestrian use and lightly trafficked path to designers detail
- Standard: BS EN 13108-1
- Material: Asphalt and resin bonded gravel
  - Surface course: AC10 Open Surf 100/150
  - Dressing: Addastone resin bonded surfacing by Addagrip (Ph: 0182 576 1333) or equal and approved
  - Gravel: 2-5mm corn flint
- Application: To manufacturers specification.
- Accessories / special requirements: To designers detail.
- Finished path has to be suitable for occasional vehicular overrun.



Guardrail C

- Supplier: Broxap (Ph: 0844 800 4085) or equal and approved
- Product reference: Bridgewater iron 2 rail BX 1572
- Material: Ductile iron posts and stainless steel rails
  - Posts to be painted grey or blue grey.
  - Rails: Stainless steel rails to be polished
- Size: 1265mm high
- Accessories / special requirements: Stainless steel to be 316 marine grade.
- Method of fixing: Root fixed to manufacturers specification.



6.0 Vegetation

TREE PLANTING

- Trees should be planted in grass or shrub areas wherever practically possible.
- Trees planted in the public highway are required to have a 2-3 year maintenance and watering regime in place.
- Trees planted in tree pits and paved areas should be planted in load bearing soils to help increase the development of their rootzones.
- Trees planted in high wind areas should be supported in some way to ensure their growth is straight.
- Trees are to be located so as to avoid underground services and located to ensure clear sightlines for motorists and CCTV cameras are maintained.
- Tree species are to be approved by the enforcing council tree officer.

Below is a list of suitable tree planting, this list is by no means exhaustive and other species can be used but must meet the following criteria:

- Species are to be selected that have an upright form, 2.4m high clear stem, a uniform canopy and must be salt tolerant.

BOTANIC NAME	COMMON NAME
Acer psuedoplatanus	Sycamore
Alnus cordata	Italian Alder
Arbutus unedo	Strawberry tree
Cotoneaster 'Conurbia'	Cotoneaster
Crataegus laevigata 'Pauls Scarlet'	Midland Hawthorn
Crataegus monogyna 'Stricta'	Common Hawthorn
Crataegus prunifolia	Cockspur Thorn
Crataegus x grignonensis	Hawthorn
Cupressus macrocarpa	Monterey Cypress
Hippophae rhamnoides	Sea Buckthorn
Hippophae salicifolia 'Streetwise'	
Laurus nobilis	Bay tree
Phillyrea latifolia	Green olive Tree
Pinus mugo	Mugo pine
Pinus radiata	Monterey Pine
Pyrus calleryana 'Chanticleer' / 'Redspire'	Callery Pear
Quercus ilex	Holm Oak
Sorbus aria 'Majestica'	Whitebeam 'majestica'
Sorbus aucuparia 'Sheewater Seedling'	Rowan
Sorbus intermedia 'Brouwers'	
Tamerix tetrandra	Tamarisk
Ulmus americana 'Princeton'	Elm
Ulmus carpinifolia 'Wredei Aurea'	Elm
Ulmus lobel	Elm





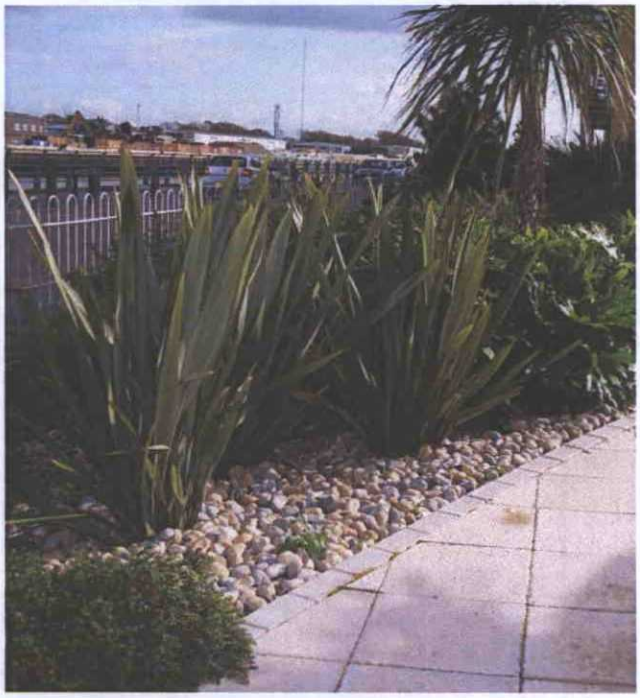




SHRUB AND GROUNDCOVER PLANTING

Below is a list of suitable shrub and groundcover planting, this list is by no means exhaustive and other species can be used but must be salt tolerant and site appropriate.







BOTANIC NAME	COMMON NAME
Shrubs for high exposure planting	
Elaeagnus commutata	Silver berry
Elaeagnus x Ebbingei	Elaeagnus
Escallonia spp.	Escallonia
Euonymus japonicus	Spindle 'Ovatus Aureus'
Griselinia littoralis	Griselinia
Tamarix spp.	Tamarisk
Shrubs for moderate exposure	
Hebe (speciosa forms).	Hebe
Laurus nobilis	Bay laurel
Lavatera thuringiaca	Tree Lavatera
Olearia haastii	Daisy Bush
Phormium spp	Flax
Pittosporum (most)	Pittosporum
Symphoricarpos spp	Snowberry
Viburnum (some)	Viburnum
Cordylines	Cabbage tree
Small shrubs and groundcovers for high exposure planting	
Anthyllis vulneraria	Kidney vetch
Armeria maritima	Thrift
Centranthus ruber	Red valerian
Cerastium semidecandrum	Little mouse-ear
Crambe maritime	Sea kale
Cymbalaria muralis	Ivy-leaved toadflax
Erigeron glaucus	Seaside daisy
Festuca rubra	Red fescue
Hordeum murinum	Wall barley
Lavatera arborea	Tree mallow
Lepidium draba	Hoary cress
Lotus corniculatus	Common birdsfoot- trefoil
Sedum album	White stonecrop
Senecio cineraria	Silver ragwort
Silene uniflora	Sea campion

7.0 Consultation

THE PROCESS

This consultation was held to test the ideas of the concept design for the Lower Beach Car Park and Ferry Road, to establish people's views and thoughts on the design. Consultation to test the proposed design was held on two days, Wednesday 3rd and Saturday 13th October. The proposed design for the Lower Beach Car Park and Ferry Road was displayed over 4 boards with montages, diagrams, and illustrative images to help explain the ideas and proposals.

The consultation consisted of two public drop in sessions held in and around Ferry Road. These events were successful with over 100 people stopping in to talk to the team and view the proposed design. The consultation boards were also on display online on Adur's councils website and the consultation was advertised in the Shoreham Herald.

The comments and views gathered during this consultation will help the Local Authority to further refine the design, test ideas and establish if the proposed design will meet the aspirations of the community and businesses.

The following is a brief rundown of the main comments and feedback received from the meetings and consultation events.







COMMENTS RECEIVED AT THE CONSULTATION EVENTS

- Parking area was ill used
- Suggest no parking on street to improve parking in car park and discourage parking in resident's spaces
- Tamarisk trees grew in this area
- Planters that are cycle stands
- Can the plants be edible?
- Alleyway gets flooded
- Sorbus aria – grows around here or pines – Montgomery pine
- Name the road round to house boats
- Do the crossover in a different material as resin bonded may not work well – rope tackle resin bonded
- Ensure keep clear area by flat entrance is still free of parking – mini van needs to turn
- When is the beach boardwalk going to be complete?
- Rings to tie dogs to
- Consult the Brewery
- Disc parking scheme
- Break in planting from rear car park towards pub / Ferry Road
- Drainage system needed for the alley
- Need to consult with the retailers and shop keepers on Ferry Road regarding the phasing and logistics of the construction
- Loading requirements – look to see if any possibility of pull in bay at northern end
- Get rid of recycling unit – not needed and attracts fly tipping
- Remove bike stand at southern end
- Don't want to lose any more on road parking spaces in Ferry Road – already shortage of parking in the area for flats and shops
- Will the new bridge be regularly cleaned and kept litter free – the existing one isn't
- Will bridge and car park be properly lit
- One comment was not to do the open space with fancy seats etc in top right corner of site and spend that money instead to build a new slipway
- Dreadful view from raised seating area onto back of commercial premises/boat yard on other side of river
- Greenery/trees/concrete design making it too much like other town centres – Shoreham Beach is different – don't want to be the same as other places
- Shoreham Beach has a maritime heritage – this isn't reflected at all in current design
- Makes sense to move zebra crossing in Lower Beach Road as existing not used in current location
- Concerned about where proposed seating will actually be placed in Ferry Road near the shops
- Can we remove rusty/unsightly cycle stands from outside shops in Ferry Road
- Do we have the money/where's the money coming from to do this ?
- Plans don't show planning permission for slipway
- Plans show access from rear of pub garden onto private access road used by houseboats – this needs to be corrected
- Can we drop the kerb at the top of Ferry Road – existing arrangements make it very difficult for wheelchair users as no drop kerb provision.
- Can we make parking on left hand side of Ferry Road free parking?
- Where is nearest bus stop in Lower Beach Road ?
- Consider making the first 20-30 minutes parking free
- Trees not appropriate for shingle beach locations.
- Need more cycle spaces in car park and Ferry Road and ensure they are allocated enough space.
- Need more litter bins in all areas down to the beach to cope with additional footfall
- Like the improvements
- Allow 20-30mins free parking in new car park if some on road parking is being taken away by Ferry Road improvements
- What is being done to address skateboarding in car park?
- Would like to see more 30mph signs in the area especially if the proposal is to encourage more foot/cycle traffic etc from beach up Ferry Road across car park
- Would like to see zebra crossing on coast road, south of Ferry Road (nearest to beach) especially if the proposal is to encourage more foot/cycle traffic etc from beach up Ferry Road across car park
- A number of people were concerned about the retention of the carpark with the same amount of parking bays.
- Very supportive of greenery/trees/open aspect/lovely view etc



Consultation event at the Shoreham farmers market



Consultation event at the Shoreham farmers market

SHOPS AND STAKEHOLDER COMMENTS

Comments received 3rd October 2012:

Into the Blue Restaurant
- Car park is very under used – why retain
- Concerned about how the long work will take – especially after East Street
- I can see on the plans there is some permanent seating. We have our own area in front of the restaurant where we have alfresco seating in good weather it is not a large area so we do not want any seating immediately in front of the restaurant. I hope that this will not be a problem.

The Beach Store Supermarket
- Pleased car parking spaces will be retained outside shops

Silsila
- Pleased car parking spaces will be retained outside shops

The Bakery 2
- Concerned about disruption and access during the works
- Likes the idea in principle

A1 Used Mobility Disability Shop
- No comments

Loon Fung Chinese takeaway
- No comments

The Atlantic Store
- Happy with the idea
- Think the ideas will be an improvement but will not affect our business

Pacinos Pizza
- Concerned about parking – but as not really changing don't think it will be a problem
- No concern with pulling the yellow line back from the corner or removing the pull in bay by the corner

Beach Café
- Concerned about parking
- Great idea improving the area in front of shops

Pritchards Embroidery
- People use the 3 drop in bays outside the shops to deliver and collect
- A lay by outside the shop would help or if the car park by the bridge is free for the first 20min
- Pick up and deliveries take about 10-20 minutes. They use the pull in bay but also park on the road by the hairdressers

Robert Baker & Company, Chartered Certified Accountants
- Have drop off's of heavy boxes – paperwork
- Private individuals do drop off's

Beachcomber Hair & Beauty
- No comments

Comments received from John Haffenden, Major Projects Director of the Adur and Worthing Business Partnership:

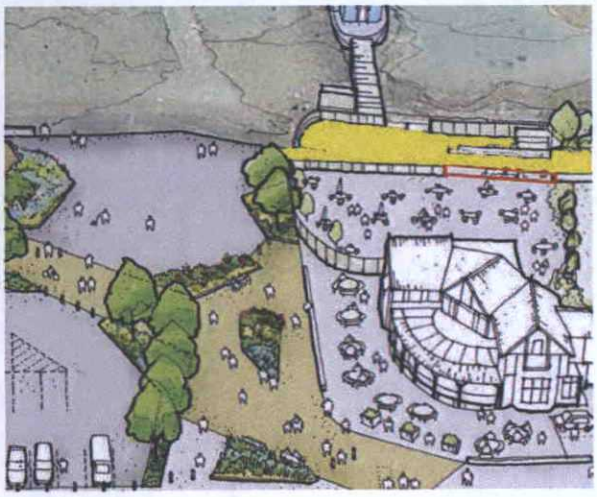
- For years plans have been discussed and developed to provide a "slipway" in this area to enable residents and visitors to actually launch boats and enjoy the river. This was supposed to be promoted and supported by the Harbour. I am very disappointed that the latest plans seem to completely ignore this, and I will Not support these plans as shown.

- Amongst other things I am the Major Projects Director of the Adur and Worthing Business Partnership, and I will be ensuring that this point is brought to the attention of the Board at its next meeting.

COMMENTS RECEIVED VIA EMAIL

Jessica Aidley

- I have looked at it, and I think the whole scheme is going to look very good once it's established, as long as the trees are very wind resistant. It will be a lovely place for visitors and local people to sit and watch the river traffic. At the moment it is not attractive to look at all in spite of the lovely views. Linking it to the newly pedestrianised area the other side of the river will make a good place for a stroll for visitors and local people alike. I can imagine that the bridge itself will be something of a tourist attraction.
- The bit I have outlined in red is actually a continuation of the fence between the Waterside pub's decked area and the private driveways on the other side. The drawing makes it look as though visitors would be able to walk from the pub into the area coloured yellow?
- The second, more serious, problem is that there seems to have been no provision made for the three owners of the driveways coloured in yellow to have access to their homes. It is vital that this access is provided and available at all times to both the owners and emergency services.



Elaine Norman-Davis

I have been looking at the plans for Shoreham Footbridge and am glad to see that the bridge is being constructed with cyclists in mind, and that there is provision made for them to cycle across the bridge. I notice in your drawing of the new look for Ferry road, that there does not appear to be a cycle lane for bikes. This is a one off opportunity to accommodate cyclists safely, there is no point in giving cyclists the ability to cycle across the bridge then just dump them in with the cars at both ends. Shoreham Beach has become very dangerous for bikes and there is absolutely no provision for bikes in the town either. It is about time a network of cycle lanes was implemented and there is no better place to start than on the Beach, and with this project.

The future is BIKES not Cars - it is a sustainable, green , environmentally sound, healthy means of transport. It should be encouraged not treated as an after thought or a nuisance. In my life I am a pedestrian , a cyclist and a car driver .... but BIKES are the way forward, so please start accommodating them safely now.

Steve Leslie

- I am in favour of the proposed improvements in principal but am very concerned about the following.
- We must have access to our premises for staff and customers between 5.30am to 4.00pm 7 days a week, and must be able to be open for business every day as usual.
- Any work outside my shop must be done outside the hours stated above.
- Parking on ferry road must be maintained for customers & deliveries.
- We must be allowed to put a sign on the main road (Riverside Road) to advertise to our customers that we are still open.
- Works carried out as quick as possible with no delays once work commences.

Anthony Lovell

- I am one of those people who are & have campaigned for a more permanent boat launch slipway for Shoreham & for people the likes of me who are disabled & have no easy safe way to launch my boat. As you may or may not be aware, permission has been given the go ahead once funding has been sourced for the slipway & in your plans there shows no sign as to how the slipway was to be placed within your plan. The lower beach car park we were hoping were to be for boat launch car parking. In your Masterplan page 2 where there is an arrow stating (access to private properties) I would have thought this area were to be included in your plan ready for having the slipway joined to it in the not too distant future. Therefore, on these grounds I do not agree with these plans & do not support it. The rest of the plans look good apart from the points made.

John Haffenden

- I have again recently considered the plan for the alterations to Ferry Road Shoreham beach, and have been in contact with several people.
- The end result of this is that I remain deeply concerned that the new plans ignore completely any mention of a Slipway. This issue has been about to my knowledge for over 20 years, and various plans and indeed County and district input at meetings have been taken on this in the past. The latest plans again ignore all that has gone before.
- The need for some form of public access launching facility for small boats that has an access that can be used and a location to leave trailers must be obvious to anyone with even a small understanding of water activity. Please visit Lymington and you will see that they have got it right.
- Plans were put forward in and around 2000 for an alteration to the ferry road car park and backed by SEEDA, these plans must be on record at Adur/County and SEEDA(I was involved in drawing them up!) This showed a slipway.
- I have spoken to the slipways group and the statement that the group is focused on a slipway on the Adur Rec. Ground is not true.
- I would not wish to demonstrate how the existing slipway in Shoreham (Ropetackle) that is "available " for the public to use can be shown to be a "joke".

Mike Wooldridge

- Up until WW2 Shoreham Beach was a shingle spit with a few bungalows. And Shoreham town was pretty nautical with its boats and slipways. It has slowly become more and more developed, and the nautical aspect has slowly suffered. The proposed car park with its trees, and spaces for 61 commuter cars (each no longer than a Ford Focus) shows conformity to a general urbanised park that many other towns around the country would also feel safe with. Arguably the very core of Shoreham and its tradition of boats is being further ignored and eroded. The new proposed slipway off Lower Beach Road, does not get a single mention in the narrative – nor is there a sketch plan of how it could be accommodated if and when the time comes. A golden opportunity to open the eyes of the public to the possibility of a new public slipway has been squandered.
- Irrespective of the above comment, the proposed trees will in fact obscure the view (arguably the finest in Shoreham) from the car park towards the north bank and St Mary's church. This may annoy the residents of Pacific (or is it Atlantic) Court, as well as motorists and others who currently (that is ignoring, Osborne's temporary site works) enjoy this view. It is one of only two such open, unobstructed views left from Riverside.
- It is recognised that the slipway plans are not firm yet, and that a new public slipway may yet be sited further upstream, but it would seem that the new car park plans are effectively making the possibility of a slipway at Ferry Road less likely. Its all very well the landscape architect orally saying that the car park layout can 'easily' be amended, but now that the plans have gone public, people will, not unreasonably, start to get used to them. I can imagine non boat owning car owners objecting if, at some future date, they find that some of their spaces are being switched to trailer spaces. It will be much harder to alter the layout then, and no doubt the Council will resort to saying something like 'Well it (61 spaces for cars only) is what the majority wanted'. This would ignore all the work that SSG has put in over the last 8 years, as well as the wishes of the wider boat owning public in the rest of Sussex, who are still smarting under ADC's fateful Ropetackle 'parking' decision.
- I would respectfully remind the Council of an alternative car park layout that SSG (Shoreham Slipways Group), assisted by Councillors and other officers drew up in January. This showed 59 spaces, of which 22 were for car/trailer combinations. Furthermore the car spaces were shown at 5.2m, not 4.8m as now. Also the plan showed a safe separation between trailer spaces/ associated launching operations and pedestrians. Interestingly, the SSG plan, if implemented, would also have earned more revenue for the Council, and more income for the town.
- Lastly, despite claiming to have worked with the Environment Agency flood defence team, your plans do not show any flood defences either side of the new WSCC footbridge 'wall'. This is a serious, arguably misleading, omission, as the erection of a 1m flood defence wall along the eastern part of the quayside will seriously affect the public look and feel of the riverside outlook. And of course it will add to the cost of any slipway that is built there, as provision will need to be made for getting over the defences.
- SSG, despite being invited to the original meeting in January when the landscape consultants first became involved, have not been consulted or briefed at all since then, about the new plans. Once again, it would appear that not all the Council is being as supportive as they could be

Martin Smith

- Firstly, I would like to say that overall this is a great development for both Shoreham and Shoreham Beach of which I am in favour of in the majority. However I do have some real concerns about the proposals for the development of Lower Beach Road and Ferry Road in terms of the possible removal of short-term parking in Ferry Road itself and no provision being made for a public slipway.
- Parking in Ferry Road:
- I understand that there is a proposal to remove any form of parking in Ferry Road. The purpose of this would be to allow for wider pavements and to accommodate alfresco dining. I believe that this will be grave error if it goes ahead.
- The pavement area outside most of the shops/ businesses is already wide enough to accommodate alfresco dining as can be illustrated by the Fish restaurant and Café that operate there currently. Admittedly it could do with tidying up and 'prettifying' but it is a perfectly adequate space in which they can ply their trade. The current parking bays outside the shops running along Ferry Road allow for people to 'pop in' for last minute things or pick up a coffee or a paper. It is unlikely that people will park in the car park near the footbridge, pay for parking, and then walk across to Ferry Road to pick up their paper or pint of milk. Whilst the building work is underway my elderly Father-in Law has already stopped using the Ferry Road shops due to being unable to find a parking space, so he simply drives up to the garage at the end of the Beach to get his papers. In the long term it would not benefit the Beach for this behaviour to continue. Luckily for me I can walk up to the shops at the moment, but I still drop into the shops on the way home or way out to pick things up.
- I agree that it is not suitable for long term parking or for going to the beach. That is much better left to the car park, but please ensure that some on street parking is left in place for passing trade or I fear that the businesses will suffer, or if not them, then the residents of The Meadway will suffer by cars being parked there. We are already seeing signs of this due to the footbridge car park being closed whilst the new bridge is being built.
- Lack of Slip Way in Lower Beach Road and parking for cars with trailers
- I believe that the only public access slipway in Shoreham is the one at the Junction of Riverside Road and Harbour Way. There used to be one at Ropetackle in Shoreham Town but that is impractical as there is no parking provision. You might also note that there is no parking provision for the one at Riverside Road/Harbour Way, which means that cars with trailers, often with boats on, either park in the road, on the bend itself, or reversing cars and trailers to get to the slipway which causes a real hazard on an already hazardous bend.
- This could be resolved by combining a slip way with the redevelopment of the footbridge, Lower Beach Road and Ferry Road area. I believe at one stage this was to be included but now it appears to have conveniently "slipped off" the plans or ideas. The car park at Lower Beach road needs to have this access built in for what is becoming an increasingly popular pass time and one that may prove more popular with this redevelopment.

Ian Moody

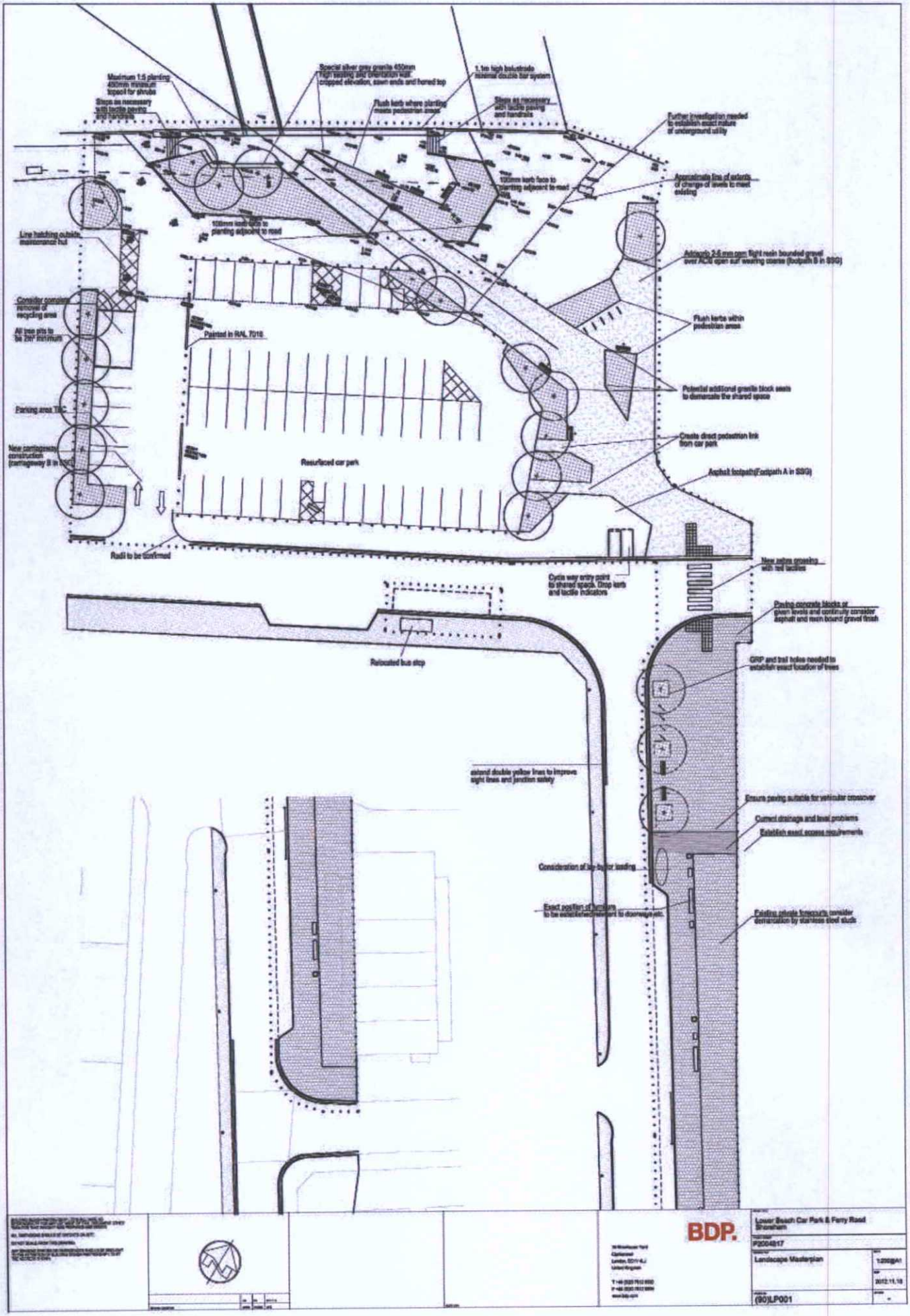
- I welcome the proposals for Ferry Road that will provide much improved public realm and a vastly superior link to the new footbridge.
- My only comment relates to the proposed link onto the bridge at the western edge. This is shown to be stepped rather than ramped. Given that a higher proportion of cyclists will be coming from the west (those using the National Cycle Network and residents to the west on the beach) it is unfortunate that a ramp is not provided for this section. Although the additional distance to use the ramp on the eastern side is fairly minimal it is inevitable that some of those heading west will cut through by using the steps or even riding through the planting. Please can this section be ramped.
- Although it is perhaps beyond the scope of this study it would also be good to see some improvements to the surfacing along the riverside path close to the existing footbridge. This is already in a poor state of repair and I expect will be in extremely poor condition following the construction of the new footbridge.

Sam Skyes - Adur and Worthing Planning Officer

- I've just had a look through the proposed layout and design for the Car Park at Lower Beach Road. The team don't have any comments other than that we support it. It seems to complement both work completed and nearing completion at Shoreham town centre and the footbridge, and will also complement the future works at Ferry Road. Your proposed layout seems sensible and logical, making much better use of the space in and around the car park than the current layout and proposals previously put forward by WSCC.

8.0 Key considerations when developing the scheme

- Consider installing a zebra crossing south of Ferry Road across Beach Road to improve pedestrian movements between Shoreham beach and Ferry Road shops and bridge
- Consider the complete removal of recycling area in the car park
- Further investigation needed to establish exact nature of underground utilities in the area
- Potential additional granite block seats to demarcate shared space
- Establish exact location of trees and light columns considering location of underground utilities
- Establish exact access requirements along Ferry Road to laneways
- Consider creating a new lay-by for loading on Ferry Road
- Exact position of furniture to be established relevant to doorways etc
- Ensure any new trees and vegetation planted as part of the scheme are of an appropriate species and hardiness for the coastal location
- Create more cycle parking provision
- Need more litter bins in all areas down to the beach to cope with additional footfall
- Consider allowing the first 20-30mins parking for free in new car park, to accommodate pick-ups and drop off's at the shops
- Ensure furniture is robust and consider anti skateboarding studs where appropriate as skateboarding is known to take place in and around the car park
- Consider installing studs to demarcate property boundaries


Maximum 1:5 planting 450mm minimum topsoil for shrubs
Steps as necessary with tactile paving and handrails
Special silver grey granite 450mm high seating and orientation wall, cropped elevation, sawn ends and honed top
1.1m high balustrade minimal double bar system
Flush kerb where planting meets pedestrian areas
Steps as necessary with tactile paving and handrails
Further investigation needed to establish exact nature of underground utility
100mm kerb face to planting adjacent to road
Approximate line of extents of change of levels to meet existing
100mm kerb face to planting adjacent to road
Line hatching outside maintenance hut
Addworb 2-5 mm cem light resin bounded gravel over ACM open surf wearing coarse (footpath B in SSG)
Consider complete removal of recycling area
All tree pits to be 2m² minimum
Painted in RAL 7016
Flush kerbs within pedestrian areas
Potential additional granite block seats to demarcate the shared space
Parking area T&C
New carriageway construction (carriageway B in SSG)
Create direct pedestrian link from car park
Resurfaced car park
Asphalt footpath(Footpath A in SSG)
Radii to be confirmed
New zebra crossing with red tactiles
Cycle way entry point to shared space. Drop kerb and tactile indicators
Paving concrete blocks or given levels and continuity consider asphalt and resin bound gravel finish
Relocated bus stop
GRP and trail holes needed to establish exact location of trees
extend double yellow lines to improve sight lines and junction safety
Ensure paving suitable for vehicular crossover
Current drainage and level problems
Establish exact access requirements
Consideration of lay-by for loading
Exact position of furniture to be established relevant to doorways etc.
Existing private forecourts consider demarcation by stainless steel studs
BDP.
Lower Beach Car Park & Ferry Road Shoreham
P2004817
Landscape Masterplan
(90)LP001