ADUR DISTRICT COUNCIL

TOWN AND COUNTRY PLANNING ACT, 1990

APPLICATION FOR PLANNING PERMISSION

4 copies of this form required, together with plans and appropriate fee.
All measurements are to be given in metric.
If site relates to Lancing or Sompting, please submit 5 copies.

FOR OFFICIAL USE ONLY
Appl. No A/0039/07
Date Received 04 JUL 2007
Fee 3180
Rem. List

IT IS IMPORTANT THAT YOU READ THE GUIDANCE NOTES AS INCORRECT COMPLETION INVOLVES DELAY

1. Applicant (In BLOCK CAPITALS)	Agent (if any) to whom correspondence should be sent (In BLOCK CAPITALS)
Name BOVIS HOMES LTD (SOUTH-EASTERN)	Name
Address THE MANOR HOUSE, NORTH ASH ROAD, NEW ASH GREEN, LONGFIELD, KENT. DA3 8HQ	Address
Tel. No. [redacted]	Tel. No.

2. Type of Application (see Note 2)

		State Yes or No	If yes, state those matters to which this application relates (tick where appropriate)	
(a)	Full planning permission (including changes of use)	✓		
(b)	Outline planning permission		(i) Siting	
			(ii) Design	
			(iii) External appearance	
			(iv) The means of access	
			(v) Landscaping of the site	
(c)	Renewal of a temporary permission		If yes, state the date and number of the permission and outline the particular condition	
(d)	Permission for retention of building or continuance of use without complying with a condition imposed on a planning permission		Date	
			Application No.	
(e)	Permission to develop land without complying with a [redacted]		Condition No.	

3. (a) [redacted]address or location of the land to which this application relates

EAST PART OF SOUTH WHARF
HARBOUR WAY, SHOREHAM-BY-SEA
WEST SUSSEX

(b) State whether applicant owns or controls any adjoining land — State Yes or No: YES — If yes, this land must be edged blue on the location plan

(c) Area of site 0.59 hectares/~~sq. metres~~

Dimensions of the application site and distances from the new buildings to boundaries must be clearly indicated on plans

(d) Description of proposed development (If residential development, state no. of units proposed and type if known e.g. houses, bungalows, flats)

CHANGE OF USE OF PART OF EXISTING COMMERCIAL PREMISES TO RETAIN FOUR OFFICE SUITES AND FORM 8 No. TWO BED APARTMENTS ON UPPER FLOORS PLUS NEW BICYCLE STORE

(e) State whether the proposal involves:-

		State Yes or No			State Yes or No
(i)	New building(s) or structure(s)	NO	(iv)	Alteration of an existing) vehicular access to a highway) pedestrian	NO
(ii)	[redacted](s)	YES	(v)	Closure of existing access	NO
(iii)	[redacted]ular [redacted]strian	NO	(vi)	Change of use only	YES

4. Particulars of Use of Buildings or Land: state (a) Present use OFFICE SUITES
(b) If vacant, the last use UN-OCCUPIED (NOT SOLD)

5. **Additional Information**

		State Yes or No		State Yes or No
(a)	Is the application for industrial, office warehousing, storage, shopping, commercial purposes or places of public assembly? (See note 5)	NO	If yes, complete part 2 of form C.P. 1	
(b)	Is the application for the winning or working of minerals?	NO	If yes, complete part 4 of form C.P. 1	
(c)	Is the application for an agricultural dwelling or building?	NO	If yes, complete part 6 of form C.P. 1	
(d)	Does the proposed development involve the demolition of any residential units?	NO	If yes, how many units? Please indicate their position on plans	
(e)	Does the proposed development involve the felling of any trees?	NO	If yes, indicate their position on plans	
(f)	Does the proposed development involve any public right of way within the site?	NO	If yes, indicate the position on plan [redacted]	
(g)	Does the proposed development involve demolition or alteration of a building or Special Architectural or Historic interest or demolition within a Conservation Area?	NO	If YES a separate application for **Listed Building Consent or Conservation Area Consent** may be necessary.	

(h) (i) How will surface water be disposed of? (i)
(ii) How will foul sewage be disposed of? (ii) EXISTING
(e.g. mains, cesspit, etc.)

6. Plans (See Note 6). List of drawings and plans submitted as part of the application - indicate drawing numbers and scales.
4 sets of all drawings are required. Additional copies in respect of major applications will assist in determination of such applications. All measurements are to be given in metric (89/617 EEC Directive)
SHR100, 101 and 1003B.

7. Fees (See Note 7)
If a fee is submitted please give the amount £ 3180.00p.

8. I/WE APPLY FOR PLANNING PERMISSION AS DETAILED ABOVE.
DATE . . . 29th JUNE 2007 . . . . . SIGNED [redacted] . . . . . .
on behalf of BOVIS HOMES LTD (SOUTH EAST REGION)
(insert applicant's name if signed by an agent)

9. Certificate under Section 65 of the Town and Country Planning Act. 1990 (Article 7 of the T & CP (General Development Procedure) Order 1995
N.B. A signed certificate MUST accompany this application (See Note 9).
If the applicant is the sole owner (a) the following certificate should be completed and signed.

CERTIFICATE A

1. **Certificate A(a)**
I certify that

on the day 21 days before the date of the accompanying application nobody, except the applicant, was the owner (a) of any part of the land to which the application relates.

*2. None of the land to which the application relates is or is part of an agricultural holding.

OR

3. ~~ I have~~ ~~* myself~~ ~~given requisite notice to every person other than~~ ~~who, on the day~~
The applicant has himself/herself

21 days before the date of the application was a ~~tenant of an agricultural holding~~ on all or part of the land to which the application relates, as follows

~~Name of Tenant Address at which Notice was served Date on which Notice was served~~

(a) Owner means a person having a freehold interest or tenancy the unexpired term of which was not less than 7 years

*Delete where inappropriate

Signed [redacted]
On behalf of BOVIS HOMES LTD
Date 29-6-2007

BOVIS
HOMES

DESIGN & ACCESS STATEMENT

PLAN NO. A0d039a/07
DATE RECEIVED 02 JUL 2007

EASTERN PART OF FORMER HARCROSS
(BEVES) PREMISES, SOUTH WHARF,
HARBOUR WAY, SHOREHAM

29th June 2007

DESIGN STATEMENT SUPPLEMENT RELATING TO NEW APPLICATION WORKS

1. SITE DESCRIPTION

The site is part of the overall development of the former Harcross premises in Shoreham-by-Sea, located on an elongated strip of land between the River Adur and Harbour Way. The development is accessed from Harbour Way on the southern boundary of the site. This proposal occupies the south eastern corner of the overall site and comprises a completed single aspect three storey building aligned south-north and facing west. In its present form the building comprises twelve open plan office suites each of approximately 60 sq.m.. totally 726 sq.m. and associated car parking for twenty four vehicles. The building is accessed from road 1 off Harbour Way.

2. DEVELOPMENT CONTEXT

This was a phased development with the initial phase comprising a total of 120 dwellings. Of these 37 were apartments and 83 were houses, of which 18 were allocated for Social Housing. Full Planning Approval was granted on 24th November 1997 (SU/152/97). The eastern part of the site received outline approval (SU/20/98/TP) in 15th April 1998 and full reserved matters approval was granted on 24th January 2004 conditional upon the building at the junction of Harbour Way being disposed solely for commercial purposes. It is this building which is the subject of this new application.

3. STUDIES, REPORTS & CONSULTATIONS

3.1 A Marketing Report dated March 2007 was commissioned by Bovis Homes Ltd., from Tod Miller Thomas, Chartered Surveyors, for the commercial (B1) block. This document is submitted as part of this application. The conclusion of this report states that ....."*The remoteness of Harbour Way as a commercial location has, quite simply, precluded any serious interest being derived, and whilst several potential occupiers were interested in the building itself and the facilities it offers, they were not prepared to reconcile this with this non-commercial location. Our recommendations from here on are to look at the opportunities for alternative uses for Mariner House as we do not see the current poor commercial demand for the building or its location improving in the short to medium term. This is compounded by the protracted vacancy period which raises concerns about security and maintenance issues*".

3.2 A Noise assessment report dated May 2007 was commissioned by Bovis Homes Ltd., from Barnhawk Accoustics, for the residential conversion of the commercial block. This document is also submitted as part of this application. The conclusion to this report states....."*the noise condition attached to the original phase 2 outline consent has been fully addressed and the revised layout and design of the building for the conversion to residential use has been implemented to ensure full noise compliance in line with the policy*

requirements of the local Environmental Health Department and with relevant Government and other guidance."

3.3 A Flood Risk Assessment Report dated June2007 was commissioned by Bovis Homes Ltd., from Richard Allitt Associates Ltd. This document is also submitted as part of this application.

4. COMMENTARY

The conclusions reached from the three reports are that there is no likelihood of successfully marketing the commercial accommodation in the foreseeable future and the re-design of the building for retention of office suites at ground floor level and the conversion of the upper floors to form residential accommodation has been prepared to comply with all statutory legislation to protect residential amenity. The entrance arrangements have been revised to offer separate accesses for the office and residential elements in order to provide adequate security for potential office users whilst offering improved residential amenity to the occupiers of the apartments. The retention of office accommodation at ground floor level precludes any potential risk of danger to residential occupiers from flooding.

5. PARKING & CYCLE PROVISION

The original parking provision for the retail/commercial (B1) use of the building was 24 vehicle parking spaces. This has been retained affording two spaces for each of the office suites and two spaces for each of the two bedroom apartments. Additionally bicycle parking has been provided at the rate of one bicycle for each apartment.

6. REFUSE MANAGEMENT

We have sought the advice of the Adur District Council Waste Refuse Department and designed the bin store accordingly. This is located close by the site access and there is adequate turning facility for the refuse freighter so that the bins can be emptied directly rather than dragged out onto the street.

7. SCHEDULE OF ACCOMMODATION

1. 4. No Existing office suites with separate access provided to each suite.
2. 8 No. Two bedroom apartments of 60sq.m.

INTRODUCTION

Objective

This Statement has been prepared in order to convey the constituent design principles adopted, and in support the Planning Application submitted by Bovis Homes for re-development.

Process

This Statement accompanies a Full Application submitted to Adur District Council on 1st October 2003.

SITE INFORMATION

Physical Context

The site lies within the area generally known as Shoreham Beach. It is rectangular in shape and measures approximately 0.53 ha (1.30 acres) is vacant and surrounded to three sides by built form. To the north, the site boundary is formed by the river Adur, to the east by an existing commercial development, to the south, by and established residential development and Harbour Way, and west by a Bovis Homes residential development.

Policy Context

The site lies within the boundary as defined in the Adur District Local Plan and is allocated for B1 employment use.

This application is a residential / business development in lieu of business development.

SITE DESCRIPTION

- The site is, for the most part flat and level covered in part by hard standing and has been vacant for a number of years.
- Main access is gained from the south via Harbour Way, with a secondary pedestrian access from the promenade along the river frontage.
- The site was previously occupied by 'Harcross' and has been used as a wharf for unloading timber from ships, timber storage and manufacture and distribution of roof trusses.

SITE CONSTRAINTS

- Close proximity of site to existing unsightly adjacent factory occupied by HDP (involving processing of chemicals).

- Bovis Homes proposal to minimise impact on previously developed residential site, and respect design of residential proposal made by Wilson Connelly on adjoining Coach Work's site.

- Poor commercial viability Class B1 development, therefore proposal to adopt a mixed use scenario.

- Environmental Agency advises that ground floor levels are to be a minimum of 5.0m above ODN (300mm higher than previous site).

- 6.0m clear easement required to the length of the site for the discharge of surface water.

DESIGN

Access

It is proposed to provide a single point of vehicular access to the site from Harbour Way, with secondary pedestrian only access from the promenade along the river frontage.

Overview

The development proposals seek to provide:

- A design solution to PPG 24, in particular, noise associated with wharf activity from eastern boundary.

- A high density mixed development in accordance with the Government's Planning Policy Guidance Note No. 3 (PPG 3).

- To create a better sense of space.

Layout

- The development is planned to provide two distinct areas (refer to concept plan attached), the first in the public realm, proposed as an open and inviting space at the entrance to the site containing predominantly the commercial activities. The second is proposed as a far more guarded private space, regulated and enclosed by wall and railings, entered into via a close entrance feature, personal and private.

- Both areas are designed to be 'greened', with a variety and quality of landscaping intended to enhance and compliment the development and adjoining areas, providing enhanced privacy where required.

- This development seeks to exploit the sites most favourable elements, namely the river frontage with panoramic view of the Adur, and promote an ease of extended public access to this river frontage.

- Our proposal forms a 'stop end' device to the Bovis Homes previous phase of development and the promenade, forming an important focal vista stop with its relationship with the proposed adjoining development by Wilson Connelly which is set back further from the river side.

- Non desirable elements have been masked with building form which also acts as a noise buffer to industrial activity.

PARKING

- We propose to provide car parking standards exceeding the requirement of the current standards set out in the Government's Planning Policy Guidance No. 3 at a rate of 1.2 spaces per residential unit (at the advice of the Local Planning Authority).

- The parking for the commercial units is calculated at a rate of one space per $30m^2$.

CIRCULATION

It is proposed that pedestrians have full access to all areas of the site and take particular advantage of the promenade river walkway.

SCALE, MASSING AND HEIGHT AND DESIGN OF BUILT FORM

- The development universally makes use of a traditional form of building scale, accommodation consisting of three and four storey buildings.

- Massing and scale of unit's accord with those built and proposed in the immediate area.

- This development seeks to provide a continuity of development with the Bovis Homes previous phase of development, yet to provide a development of discrete differing character promoting an individual sense of place.

Richard Allitt Associates Ltd

Flood Risk Assessment Report

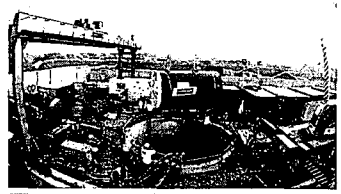
for

Change of Use
1st & 2nd Floors
South Wharf House
Hancock Way
Shoreham Beach













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Tel: 0844 800 9950
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Report Ref: L1248
Dated June 2007

This Flood Risk Assessment Report has been prepared in accordance with "Planning Policy Statement 25: Development and Flood Risk" (PPS25) published by Communities and Local Government in December 2006 and in accordance with "Development and Flood Risk: A Practice Guide Companion to PPS25" published by Communities and Local Government in February 2007.

This report is a:-

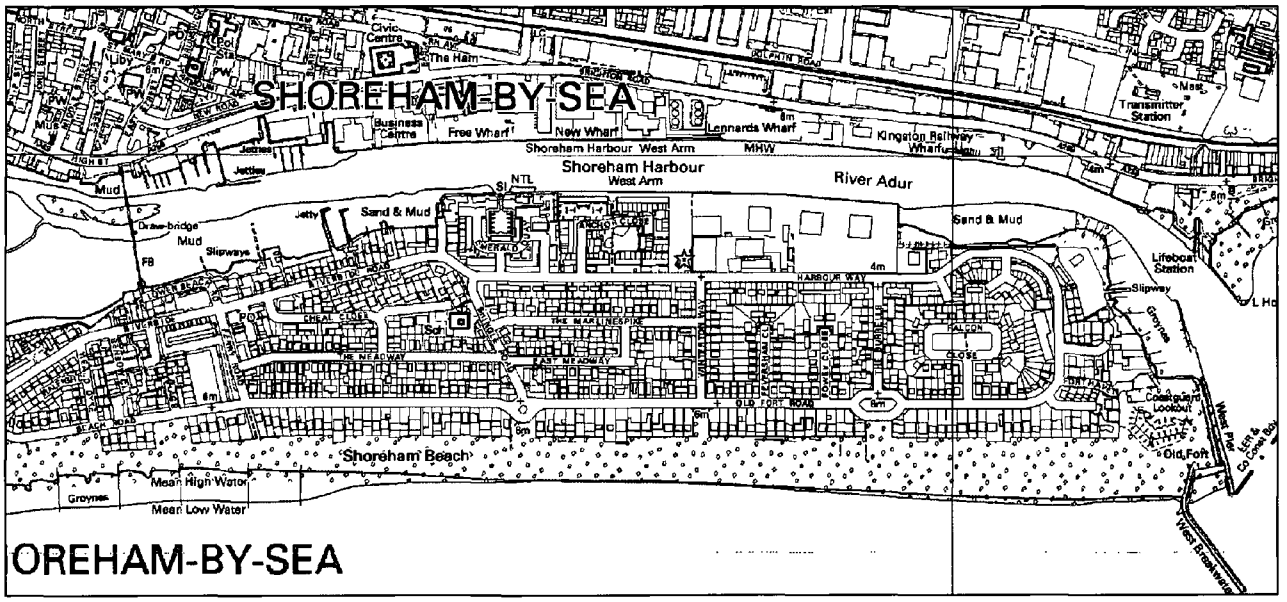
Level 3 (Detailed Study) **FRA**

1 Development description and location

1a What type of development is proposed and where will it be located?

The proposed development is a change of use for the first and second floors of an existing building at Hancock Way (off Harbour Way) on Shoreham Beach. The intention is that the ground floor will remain as offices but the first and second floors will be converted from offices to apartments.

The Location Plan† below shows the location of the site.



1b What is its vulnerability classification?

The vulnerability classification of the apartments (i.e. the proposed changes to the first and second floor) is "More Vulnerable" as defined in Table D.2 of PPS25.

1c Is the proposed development consistent with the Local Development Documents?

Yes. The Strategic Flood Risk Assessment (SFRA) undertaken for Worthing Borough Council and Adur District Council shows that Adur District Council has designated this area as a "Preferred Regeneration Area". The West Sussex County Council Structure Plan (2001-2016) has identified a housing requirement of 1,745 new dwellings in that period to be 100% on previously developed land. A Urban Housing Potential Study carried out in 2005 estimated a capacity of 967 units over the same period. There is therefore a continuing demand for residential accommodation in the Shoreham area.

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1d Please provide evidence that the Sequential Test or Exception Test has been applied in the selection of this site for this development type.

Whilst there is no formal documentation available from Adur District Council to demonstrate that they have applied the "Sequential Test" it is clear from the Strategic Flood Risk Assessment (SFRA) undertaken for Adur D.C. and the requirements in the WSCC Structure Plan for the number of new dwellings and for all new dwellings to be on previously developed land that there are no other sites available with a lower flooding risk.

The "Exception Test" as defined in PPS25 is not strictly required for the current day scenario and up to the year 2060 as the flooding risk to the site is less than 0.5% (1 in 200 years). The SFRA does not state that the Exception Test will need to be applied to this site whilst it does for other sites within the SFRA Study Area. However, taking the worst case where there are no improvements to the currently inadequate sea defences and taking account of climate change predictions up to the year 2115 there maybe an argument for the "Exception Test" to be applied. The "Exception Test" has therefore been considered below.

The "Exception Test" requires 3 separate tests to be passed:-

a) *it must be demonstrated that the development provides wider sustainability benefits to the community.*
Pass – there is a demonstrable need for additional new dwellings in the area.

b) *the development should be on developable, previously-developed land.*
Pass – the fact that this is a change of use applications shows that this is on previously-developed land.

c) *a FRA must demonstrate that the development will be safe, without increasing flood risk elsewhere.*
Pass – see later in this report where it will be seen that the development proposals will be safe and there will be no effect on flooding elsewhere.

2 Definition of the flood hazard

2a What sources of flooding could affect the site?

Potential Source	Yes / No
Fluvial Flooding	**Yes**
Flooding from the Sea	**Yes**
Flooding due to tidelocking	**Yes**
Groundwater Flooding	**No**
Overland Flow Flooding	**No**
Flooding from artificial drainage systems	**No**
Flooding due to Infrastructure failure	**No**
Flooding from another source	**No**

2b For each identified source, describe how flooding would occur, with reference to any historic records wherever these are available.

The mechanism of flooding is identical in all three scenarios with flooding occurring from the Shoreham Harbour (northern) side of Shoreham Beach where the current sea defences are insufficient to meet the predicted future 1 in 200 year high tide level. The risk associated with tidal

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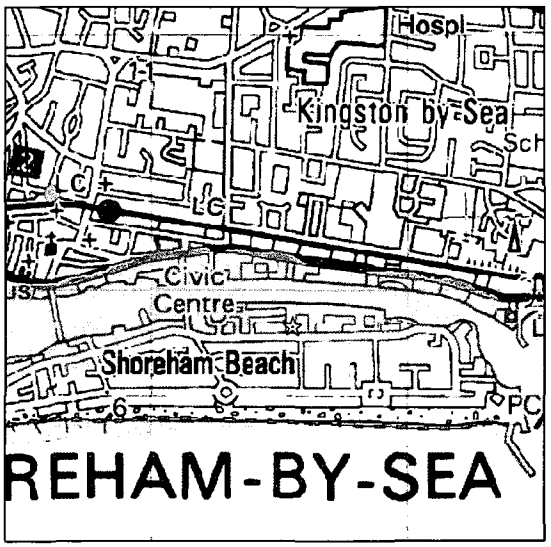
flooding outweighs the risks from either fluvial flooding alone or from tidelocking (a combination of fluvial flows and tide levels).

There are studies currently underway (the "Shoreham Adur Tidal Walls [West Bank[" Study) by the Environment Agency to consider options for the phased improvement of the flood defences. A consultation document was published in March 2006 which included a number of alternative options. When the Shoreham Adur Tidal Walls project has been implemented the risk of flooding will be greatly reduced and after that time the potential flooding mechanisms would become limited to either a breach in the tidal defences or failure to close the gates adequately if the barrage option is chosen.

2c What are the existing surface water drainage arrangements for the site?
The existing surface water drainage arrangements for the site comprise a system of surface water drains which discharge to the River Adur/Shoreham Harbour via an outfall with a tidal flap valve.

3 Probability

3a Which flood zone is the site within?
The site is within Flood Zone 2 or Flood Zone 3a as shown in the extract below from the Indicative Flood Zone maps published on the EA website. The site location has been marked with a red star.



3b If there is a Strategic Flood Risk Assessment covering this site, what does it show?
The Strategic Flood Risk Assessment (SFRA) undertaken by Capita Symonds in 2006/2007 shows the same flood zones at the site as the above diagram. The report states that Shoreham Beach is at risk from coastal flooding which might also cause access problems.

The SFRA also summarises the flooding risk for Shoreham Harbour (i.e. northern side of the River Adur as well as the southern side) as:-

Considerable actual risk. Inundation from the River Adur and from tidal surge.
Defences not to appropriate standard.
Some sites would lie in Rapid Inundation Zones following a breach of the defences. [Note: this would not currently apply to this site]

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The SFRA also states that the outcome of the "Adur Tidal Walls Strategy" will indicate the future defence proposals.

3c What is the probability of the site flooding taking account of the contents of the SFRA and of any further site specific assessment?

At the current time (2007) the probability of flooding of the site is between 0.01% (1 in 1,000 years) and 0.5% (1 in 200 years).
In October 2002 the Environment Agency advised that the predicted 1 in 200 year surge tide level in the year 2060 would be 4.60m OD with allowances for climate change. The lowest part of the site is at 4.70m OD and therefore no part of the site would flood in the year 2060 with a 1 in 200 year surge tide.
In June 2007 the Environment Agency advised that the predicted 1 in 200 year surge tide level in the year 2115 would be 5.50m OD with allowances for climate change.
Therefore at the current time the site the site is within Flood Zone 2 but by the year 2115 the sea level rises will cause the site to move into Flood Zone 3a.

3d What are the existing rates and volumes of run-off generated by the site?

This question is not relevant to a change of use application because there will be no changes to the extent of any impermeable surfaces nor to the rates or volumes of runoff.

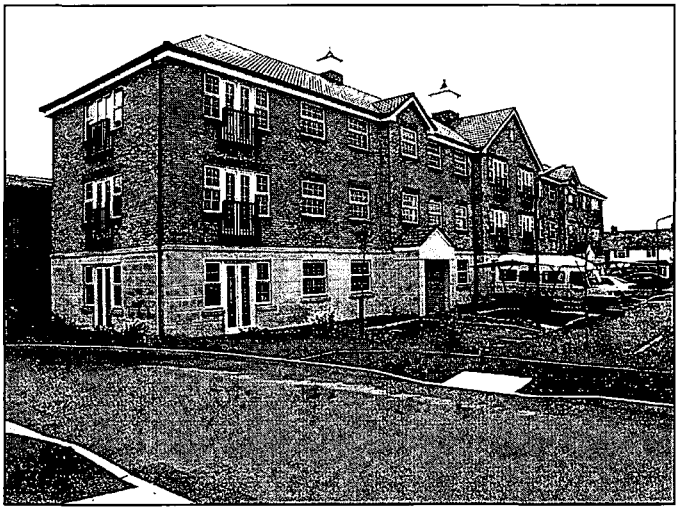
4 Climate change

4a How is flood risk at the site likely to be affected by climate change?

As discussed in 3c above the effects of climate change will increase the probability of flooding and the site will move from Flood Zone 2 to Flood Zone 3a. The predicted 1 in 200 year surge tide levels provided by the Environment Agency show a rise from 4.70m OD in 2060 to 5.50m OD in 2115.

5 Detailed development proposals

5a Please provide details of the development layout, referring to the relevant drawings.



The proposals are to convert the first and second floors of South Wharf House (see photo) from offices (currently vacant) to apartments. There will be 4 apartments on each floor making a total of 8 apartments.

The existing ground floor will remain as offices though at the current time they are not occupied.

5b Where appropriate, demonstrate how land-uses most sensitive to flood damage have been placed in areas within the site that are at least risk of flooding.

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The change of use proposals to convert the first and second floors has been determined so that the more sensitive land uses (i.e the residential accommodation) are kept well above the potential flood level. Less sensitive land uses (i.e. the offices) will be retained on the ground floor.

6 Flood risk management measures

6a How will the site be protected from flooding, including the potential impacts of climate change, over the development's lifetime?

When South Wharf House was constructed in 2004/2005 it was constructed at such a level that all the accommodation, including the ground floor, was sufficiently above the predicted 1 in 200 year surge tide level (4.60m OD) as advised in 2002 by the Environment Agency. The ground floor slab level was constructed at a level of 5.10m OD. With floor screed and finishes this would give a finished floor level of about 5.20m OD which is a 600mm freeboard above the predicted flood level. The minimum site level is 4.70m OD and the footpath level of Harbour Way is also at about 4.7m OD. There was therefore a safe, dry egress route from the site to higher ground.

As far as the current proposals are concerned (which is to leave the ground floor as existing and to convert only the first and second floors to apartments) all of the development will be above the predicted future 1 in 200 surge tide level of 5.50m OD. The floor level of the first floor properties is about 7.70m OD which is 2.2 metres above the predicted 1 in 200 year surge tide level in the year 2115. Thus all of the development which is the subject of this application will be substantially above the flood level and the risk of flooding to the first and second floor properties is nil.

Over the lifetime of the development there is a strong probability that the flood risk will actually reduce as a result of the work being undertaken by the Environment Agency and Adur District Council in the "Shoreham Adur Tidal Walls" Strategy. Following the public consultation in March 2006 a newsletter published in July 2006 advised that ¾ of the responses showed strong support for the flood barrier option. The newsletter also explains that site investigations, ecology surveys and computer modelling studies have been completed. The next stage in the process is for a Project Appraisal Report and an Environmental Study to be completed which is planned to be by August 2008. Whilst raising of the sea defences cannot be guaranteed at this stage it is clear that there are specific intentions by both the Environment Agency and Adur District Council to substantially reduce the flooding risk in the area of this site.

7 Off site impacts

7a How will the proposals ensure that the proposed development and the measures to protect the site from flooding will not increase flood risk elsewhere?

The development proposals which are solely for change of use will not alter any surface water runoff within or from the site and therefore there will be no change to the flood risk elsewhere.

7b How will the proposals prevent run-off from the completed development causing an impact elsewhere?

The development proposals which are solely for change of use will not alter any surface water runoff within or from the site and therefore there will be no change to the flood risk elsewhere.

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8 Residual risks

8a What flood-related risks will remain after the proposals have been implemented to protect the site from flooding?

At the current time and up to the year 2060 the whole of the site will be above the predicted 1 in 200 year surge tide level and the site will not be isolated but will remain dry and adjacent to other, higher dry land and therefore there will be dry egress routes to higher ground. There will however be no flooding of the site and there will be no need to evacuate the site.

As far as the ground floor is concerned there will be no changes made under this planning application and beyond 2060 there will be a progressively greater risk of flooding in the 1 in 200 surge tide scenario such that by the year 2115 there might be up to 300mm of flooding of the ground floor offices. There is, however, a strong probability that the flooding risk will not actually increase but may even reduce if the Shoreham Adur Tidal Walls project is implemented. Because that project cannot be guaranteed at this time the applicant has decided to leave the ground floor as existing (i.e. offices) and only convert the first and second floors of the building to apartments.

Taking the worst case, without the "Shoreham Adur Tidal Walls" project being implemented the proposed apartments will themselves not be at risk of flooding because the floor levels will be 2.2 metres above the flood level. The only matter will be the availability of an egress or evacuation route. With a peak tide level of 5.50m OD and taking the footpath level along Harbour Way at say 4.7m OD there could be up to 800mm depth of water which maybe slow moving but the effects of wind and water movement around buildings could cause eddy currents with indeterminate velocities. Water depths of 800mm even at zero velocity are considered as "Danger for most"[‡] and it would therefore be inappropriate for people to attempt to evacuate at the peak of the flooding. The graph overleaf shows the duration when flooding would occur (without any improvement to the sea defences). The blue line shows a typical tide cycle during spring tides; this was taken from the nearest tidegauge in the National Tidegauge Network which is located at Newhaven and this was the actual tide levels recorded at Newhaven over a period of 2 days in October 2006, the recorded maximum tide was at 3.645m OD. If we add 1.855 metres to all the recorded values we then get the effects of a 1.855 metre surge on top of the normal tide cycle – this is shown by the red line. There are 4 periods when the red line is above the horizontal black line which presents the footpath level along Harbour Way (4.70m OD); these are the 4 short periods of flooding which would occur over 48 hours if the same surge was to remain for 48 hours (which would be unusual). Each of the flooding periods last for about 2¾ hours after which the floodwater would drain away and there would be a 9½ hour period when the egress route would be completely dry and residents would easily be able to evacuate their premises.

[‡] See Table 13.1 of "FRA Guidance for New Development", Defra/EA, October 2005

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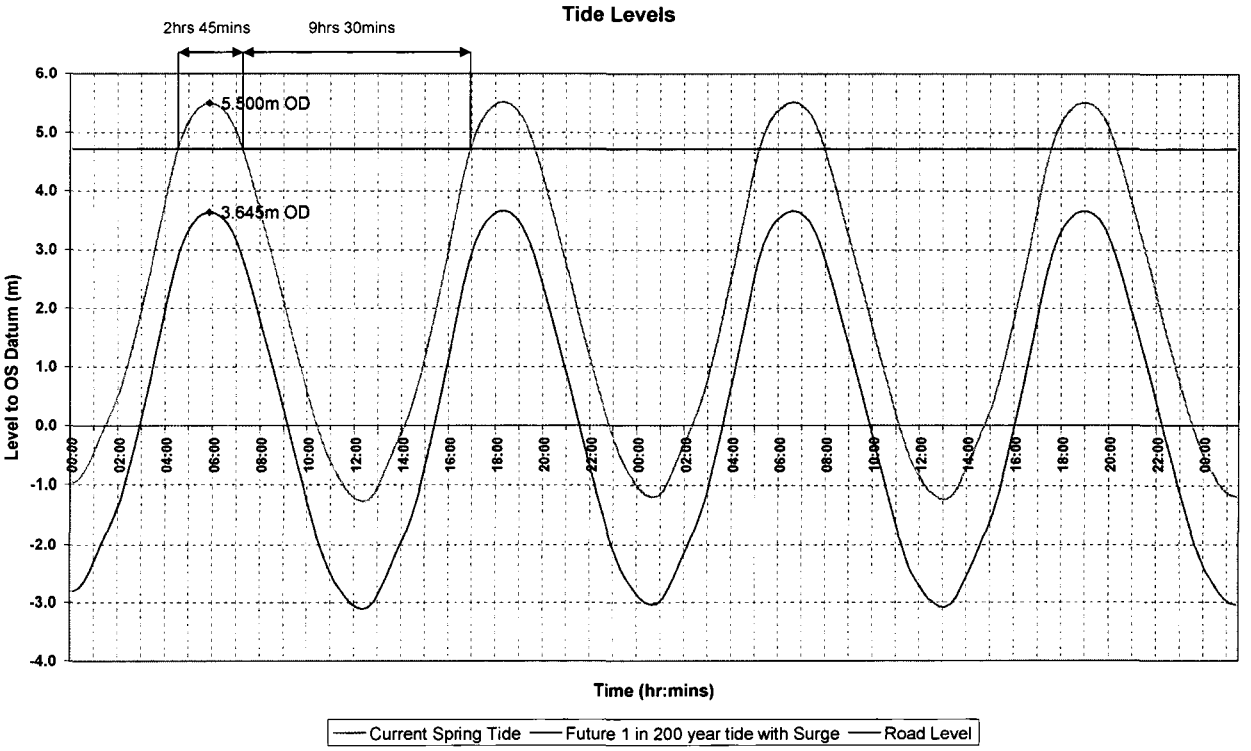

8b How, and by whom, will these risks be managed over the lifetime of the development?

The above graph and assessment has been based on the worst case without the "Shoreham Adur Tidal Walls" project being implemented and there is no management of the risks.

However, if the "Shoreham Adur Tidal Walls" project is implemented there will be a safe, dry egress route at all times and in that case the management of the risks will be the same as the management of the sea defences which will be a matter for the Environment Agency and/or Adur District Council or succeeding authorities.

Richard Allitt Associates Ltd
21st June 2007

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NOISE ASSESSMENT IN RELATION TO NEW RESIDENTIAL DEVELOPMENT REPORT No. 507/3

South Wharf House, Hancock Way, off Harbour Way, Shoreham-by-Sea
Application for Change of Use from Office to Residential Use for Commercial Units 1 - 12

ADUR DISTRICT COUNCIL
PLANNING DIVISION

PLAN No.	[illegible]
DATE RECEIVED	02 JUL 2007

Prepared for Bovis Homes
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May 2007

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South Wharf House, Hancock Way, off Harbour Way, Shoreham-by-Sea
Application for Change of Use from Office to Residential Use for Commercial Units 1 - 12

1. INTRODUCTION

This noise report was commissioned by Bovis Homes to determine and assess the existing noise environment adjacent to Units CU1-6 and CU7-12 (South Wharf House), which were constructed for commercial office use as part of the Phase 2 development at Hancock Way, off Harbour Way, Shoreham-by-Sea.

Bovis Homes has made a Planning Application for a change of use for these units from commercial use to residential use. The objective of this report was to demonstrate that the proposed change of use should be allowed on account of the local noise environment together with the layout and design of the CU 1 - 12 units, as modified for the proposed residential use.

It should be recalled that as a result of a joint meeting in February 2001 with the local Environmental Health Officers, the design of South Wharf House incorporated the "noise barrier block" concept for office and residential development as recommended in paragraph 13 (ii) of PPG 24 (reference 1) in order to fully satisfy the NEC requirements of PPG 24 for new residential development.

The proposed residential use will retain the main structural shell of South Wharf House, including the blank rear wall adjacent to and facing the industrial neighbours. Thus, as can be seen in the Application Drawings (and on Plan BA 1), the main windowed facade of the development will face inwards with no view of the industrial area. Only the internal room design will require to be altered to accommodate residential use.

In the previous noise report (Barnhawk Acoustics Report No. 1202/2) for the Phase 2 development, it was demonstrated that the then undeveloped Phase 2 site lay in NEC B and also that the industrial noise contribution associated with the bus depot/other sources would not be a cause of complaint for the proposed residential element of the Phase 2 development. The Application Site lies in a mixed residential and industrial area and because of the multiplicity of noise sources in the area, the Site should be assessed in accordance with the PPG 24 guidelines for mixed noise sources. There was no single dominant noise source in the area, although traffic noise was always evident. It should be noted that the 'bus depot' that previously was situated adjacent to the eastern boundary of the Phase 2 site has been demolished. Consequently, the 'bus depot' noise source no longer exists and at the time of this noise survey, it appeared that new residential flats were currently under construction on the former bus depot site, directly adjacent to Phase 2.

Accordingly, this study examines the 2007 noise climate on the now developed Phase 2 site adjacent to South Wharf House and re-assesses the mixed noise impact on the Site in respect of residential development, in accordance with the guidance provided in Policy Planning Guidance PPG 24 "Planning and Noise".

2. SITE NOISE SURVEY

Because of the comprehensive extent of the previous noise surveys carried out on the site, it was considered that the shortened noise survey methodology as detailed in CRTN (reference 2) would provide adequate confirmation of the noise climate adjacent to South Wharf House, and which would be sufficient for planning purposes in relation to the history of the development of Phase 2 South Wharf House. Accordingly noise measurements were taken on the Application Site at two locations which are shown on Plan BA 1. The locations were selected to ensure a fair representation of the noise due to the traffic on Harbour Way (Location 1) and of the combined noise from industrial uses, distant

traffic, trains, aircraft etc (Location 2). The noise measurements are detailed together with other information in Table 1 and Appendix 1. The derivation of the $L_{Aeq,16hr}$ from the measured levels is detailed in Appendix 2.

3. TRAFFIC NOISE IN 2022 AND NOISE EXPOSURE CATEGORIES

In planning terms, it is appropriate to examine the noise levels that are likely to occur in the future. PPG 24 recommends that a period of 15 years ahead should be considered. Since traffic noise is related to two-way traffic flow, the likely increase in noise levels on the Development Site for 15 years ahead from 2007, ie. in year 2022, has been predicted from the 2007 measured traffic noise levels, scaled for the appropriate traffic growth data provided in National Road Forecasts (Great Britain) 1997 (reference 3).

The predicted noise levels for the daytime noise exposure for the year 2022 are provided in terms of $L_{Aeq,16hr}$ at the foot of Appendix 3. The predicted traffic noise levels in year 2022 have been compared, in Table 3, with the range of noise levels relevant to the appropriate PPG 24 Noise Exposure Category.

The 2022 noise level range of $L_{Aeq,16hr}$ = 53.2 - 54.7 dBA demonstrates that both Location 1 and Location 2 lie in NEC A. This is not an unexpected result and was predicted in our 2002 Report No. 1202//2 as a consequence of the 'barrier block' design of South Wharf House.

Even close to Harbour Way, the low traffic flows on Harbour Way ensure that the 'worst case' noise exposure could not exceed NEC B. Because of the predictably low traffic flows on Harbour Way and A259 at night-time, the night-time NEC distribution over the site is highly likely to mirror the daytime distribution.

4. NOISE PROTECTION

As defined in PPG 24, NEC A is a category where noise need not be considered as a determining factor in granting planning permission. NEC B is a category in which residential development is normally permitted subject to the proviso that:

> *"Noise should be taken into account when determining planning applications and, where appropriate, conditions imposed to ensure an adequate level of protection against noise."*

Thus for dwellings exposed to NEC B, PPG 24 requires the provision of appropriate measures to ensure an adequate level of protection against noise.

In accordance with the guidance of PPG 24 at its paragraph 13, a number of measures were incorporated in the original office design of South Wharf House to limit exposure to noise. These included the 'barrier block' design of the building such that solid brick walls with no windows faced towards the industrial uses and towards Harbour Way. The design for the conversion to residential use will retain these features and thus retain the acoustical 'self barrier block' concept. In addition, thermal double glazing was fitted to all windows in South Wharf House and thus inherently provides approximately 33 dBA noise reduction, a more than adequate sound insulation performance to ensure compliance with the 'reasonable standard' of BS 8233:1999 (reference 4).

5. ASSESSMENT

5.1 BS 4142

At the time of our original 2002 Report, even if it was assumed that the measured ambient L_{Aeq} noise levels were due solely to industrial noise from the bus depot (a truly "worst case" and an unlikely scenario), it was demonstrated that according to the methodology of BS 4142 (reference 5), the industrial noise contribution from the premises to the east would not be a cause of noise complaint for the residential element.

Of course, now that the bus depot has vanished (currently being replaced by residential development), there is an even lower possibility of intrusive noise contributions from nearby industrial sources.

5.2 WHO Sleep Disturbance Guidelines

Further, the acoustic insulation of the double cavity wall forming the outside unbroken wall of the South Wharf House (Plan BA 2), designed without the acoustically weak link of windows, would be about 50 dB(A), and thus the internal noise levels inside the residential/office units would always be less than the WHO revised sleep criterion level of 30 dB(A), a wholly satisfactory situation for residential use.

6. SUMMARY AND CONCLUSIONS

6.1 Noise measurements taken on the Application Site, together with subjective observations, have confirmed that the noise climate is due to a variety of mixed noise sources in the area, with no single dominant noise source. On a "worst case" scenario, assuming traffic growth on Harbour Way, the South Wharf House lies mostly in NEC A and partly in NEC B.

6.2 The proposed layout and design for the conversion of South Wharf House to residential use retains the same detailed guidance of PPG 24 and best practice that was followed for office use. These incorporate both the "barrier block" and other engineering principles to mitigate noise intrusion into the Site. The complete outer shell and window structures of South Wharf House will be retained, which consequently will provide the protection against intrusive noise from the outside. Only the internal room structures will be altered and this will have no significant bearing on the intrusion of externally generated noise.

6.3 To further mitigate residual noise, the windows have been fitted with standard double thermal double glazing, providing at least 33 dB(A) sound attenuation. It should be emphasised that there would be no habitable rooms with windows facing towards the east.

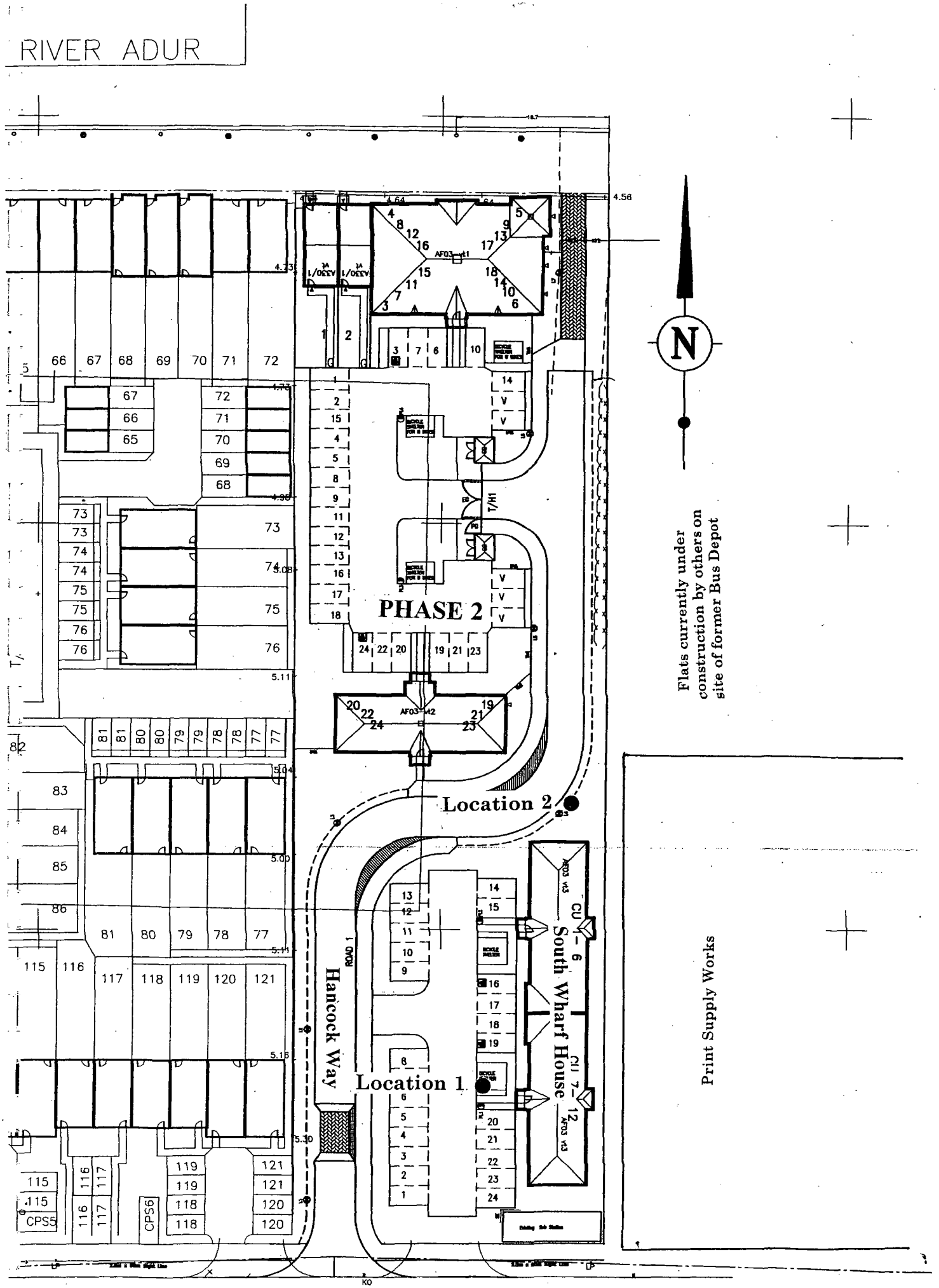
6.4 It has been demonstrated that the proposed residential layout and design of South Wharf House, now that the 'bus depot' noise source has been totally eliminated, will ensure compliance with BS 4142 in relation to the residual industrial noise contribution from premises to the east.

6.5 It has also been demonstrated that the internal noise levels in South Wharf House would readily comply with the 'reasonable standard' of BS 8233 and that internal noise levels in the bedrooms would also comply with the revised World Health Organisation sleep criterion level of 30 dB(A).

6.6 The noise condition attached to the original Phase 2 outline consent has been fully addressed and the revised layout and design of South Wharf House for the conversion to residential use has been implemented to ensure full noise compliance in line with the policy requirements of the local Environmental Health Department and with the relevant Governmental and other guidance. Accordingly, it is concluded that there is no obstacle on noise grounds to the granting of planning consent for the Application to a change of use from commercial office to residential use.

REFERENCES

1. PPG 24, Policy Planning Guidance : "Planning and Noise", Department of Environment, 1994 HMSO.
2. "Calculation of Road Traffic Noise", Technical Memorandum, Department of Transport, 1988 HMSO.
3. National Road Forecasts (Great Britain) 1997 Department of Transport.
4. BS 4142: 1998, Method for rating industrial noise affecting mixed residential and industrial areas. BSI
5. BS 8233:1999, Sound insulation and noise reduction for buildings - Code of Practice. BSI


RIVER ADUR
N
PHASE 2
Location 2
Location 1
Hancock Way
ROAD 1
South Wharf House
CU 1 – 6
CU 7 – 12
Flats currently under construction by others on site of former Bus Depot
Print Supply Works
Harbour Way
Noise Measurement Locations shown thus

PLAN BA 1

TABLE 1

Noise Measurements on Application Site, Phase 2, South Wharf House, Hancock Way, Shoreham Harbour

1.1 Location 1: 25m from kerb of Harbour Way.

			Measured Noise Levels dB(A)		Comments
Location	**Date**	**Time**	**$L_{Aeq,30mins}$**	**$L_{A90,30mins}$**	
1	21.5.07	06.55-07.25	50.5	42.5	mainly traffic noise
1	"	07.25-07.55	53.4	46.0	"
1	"	07.55-08.25	53.8	47.0	"
1	"	08.25-08.55	54.8	46.5	"
1	"	08.55-09.25	54.4	44.0	"
1	"	09.25-09.55	53.1	43.0	"
	Cumulative Daytime $L_{Aeq,3hr}$		**53.5**	**44.0**	

1.2 Location 2: 5m from side facade of South Wharf House.

			Measured Noise Levels dB(A)		Comments
Location	**Date**	**Time**	**$L_{Aeq,30mins}$**	**$L_{A90,30mins}$**	
2	21.5.07	07.15-07.45	54.0	52.0	no builders noise.
2	"	07.45-08.15	55.2	52.5	ambient + builders noise.
2	"	08.15-08.45	56.3	53.0	"
2	"	08.45-09.15	54.3	51.5	"
2	"	09.15-09.45	55.1	49.5	"
2	"	09.45-10.05	52.7	50.5	abandoned due to rain shower
	Cumulative Daytime $L_{Aeq,3hr}$		**55.0**	**51.0**	

TABLE 2

Comparison of 2022 Noise Levels with PPG 24 Noise Exposure Categories

2.1 Comparison of 2022 noise levels with NECs

	Daytime Noise Exposure Category		
	NEC A	**NEC B**	**NEC C**
	(< 55)	(55-63)	(63-72)
Location 1	53.2	-	-
Location 2	54.7	-	-

APPENDIX 1

Environmental Noise Measurements

Bovis Homes Site: Phase 2 South Wharf House, Hancock Way, Shoreham-by-Sea.

Noise Survey Details

1. **Equipment used in noise survey**

Type 1 Environmental Noise Meter, CEL Type 268, Serial No. 106241
Microphone Preamplifier CEL Type 225/3, Serial No. 0762636
Microphone CEL Type 250, Serial No. 1329
Calibrator CEL Type 284/2 4/02021905

Type 1 Computing Sound Analyser CEL Type 593.C1, Serial No. 3/0301700
Microphone CEL Type 250, Serial No. 2807
Calibrator CEL Type 284/2 4/02021905

2. **Calibration**

Sound Level Meters were calibrated before and after each set of measurements.

3. **Measurements.**

All measurements were taken in free-field conditions at a microphone height of 1.5m above local ground level.

4. **Weather conditions during noise survey.**

Monday 21st May 2007:

7am :- Dry, overcast, no wind, temperature: ~ 12°C.
9am :- Dry, overcast, light NE wind, 1- 3m/s, temperature: ~ 12°C.
10.10am: Rain shower, noise measurements abandoned.

APPENDIX 2

Shortened Noise Measurement Procedure

From CRTN, which describes the shortened measurement procedures, it can be deduced that measurements of L_{Aeq} made over any three consecutive hours between 10.00 and 17.00 hours can be used to determine the $L_{Aeq,16hrs}$ with sufficient accuracy fro normal planning purposes. Taking the $L_{Aeq,3hr}$ as the arithmetic/log mean of the hourly L_{Aeq}, (or better still the cumulative level as measured over the three hour period), the current $L_{Aeq,16hr}$ can be calculated from the relationship:

$$L_{Aeq,16hr} = (L_{Aeq,3hr} - 1)\ dBA$$

where $L_{Aeq,3hr} = {}^{1}/_{3} \sum_{10 \le t \le 14}^{t+2} L_{Aeq,1hr}$

and t signifies the start time of the individual hourly L_{Aeq} values.

Thus the $L_{Aeq,16hr}$ levels (2007) were determined from the cumulative results in Table 1 as follows:

Location 1: daytime $L_{Aeq,16hr}$ = (53.5 - 1) = 52.5 dBA

Location 2: daytime $L_{Aeq,16hr}$ = (55.0 - 1) = 54.0 dBA

APPENDIX 3

Traffic Growth and Noise Predictions in Year 2022

National Road Forecasts (Great Britain) 1997

Table 2 of National Road Forecasts (Great Britain) 1997 provides the projected increase in traffic flows in the UK for low growth, central and high growth factors. Current Government policy is to discourage traffic growth and therefore low growth is probably most applicable.

CRTN provides the methodology to determine the change in traffic noise levels due to changes in traffic flow.

Projecting for 15 years ahead, as recommended by PPG 24 (Table 2), ie to year 2022, the following percentage and factor increases can be derived:

Base flow 1996 = 100

year of noise survey, 2007: Low growth = 111.3, Central growth = 120.8, High growth = 129.3

15 years from 2007, i.e. to 2022: Low growth = 129.7, Central growth = 147.3 High growth = 165.0

Factor increase from 2007 to 2022 is given by:

Low growth increase = $^{129.7}/_{111.3}$ = 1.1653

Central growth increase = $^{147.3}/_{120.8}$ = 1.2193

High growth increase = $^{165.0}/_{129.3}$ = 1.2761

From CRTN the increase in traffic noise level can be determined as follows:

for Low Growth, the increase in traffic noise level is given by 10log 1.1653 = + 0.7 dBA

for Central Growth, the increase in traffic noise level is given by 10log 1.2193 = + 0.9 dBA

for High Growth, the increase in traffic noise level is given by 10log 1.2761 = + 1.1 dBA

Since government policy is to discourage traffic growth, it is appropriate to apply the low growth figure to determine the likely traffic noise level in year 2022.

Thus the predicted noise levels in 2022, based on the current measurements were determined as follows.

Location 1: daytime $L_{Aeq,16hr}$ = (52.5 + 0.7) = 53.2 dBA

Location 2: daytime $L_{Aeq,16hr}$ = (54.0 + 0.7) = 54.7 dBA

MARKETING REPORT

MARINERS HOUSE

HARBOUR WAY

SHOREHAM BY SEA

WEST SUSSEX

ADUR DISTRICT COUNCIL
PLANNING DIVISION
PLAN No. AD0630/01
DATE RECEIVED 02 JUL 2007

Prepared for: BOVIS HOMES LIMITED

Prepared by: TOD MILLER THOMAS CHARTERED SURVEYORS

Tod Miller Thomas
CHARTERED SURVEYORS

2 March 2007

INTRODUCTION

Tod Miller Thomas have recently concluded their marketing campaign of Mariners House, Shoreham Harbour and, acting upon your instructions, we have pleasure in setting out below a summary of our marketing efforts to date.

Our brief was to expose the office suites at Mariners House to the open market and to devise and execute a marketing strategy with the purpose of bringing the development to the attention of commercial office occupiers in the south east region.

The marketing campaign itself was both comprehensive and high profile in nature including a significant number of mail shots to occupiers, applicants and other commercial property agents.

New build "harbourside" office suites over three floors with on-site car parking were offered. Sizes ranged from 615 sq ft (57.13 sq.m) to the whole building totalling 3855 sq ft (358.11 sq.m) NIA. This allowed us to target a wide range of potential occupiers.

Firstly by way of an overview we set out our thoughts on where this development sits in the overall context of the Shoreham office market as a whole.

Overview

It is fair to say that Shoreham is not an established office location and therefore has no significant office market. Both local and regional agents do not receive many enquiries from office users specifically for the town itself and whilst it may be included in a wider geographical search area by some companies the lack of quality office stock means it is quickly discounted as a location. In our experience Shoreham is often overlooked by office occupiers in favour of Worthing to the west and Brighton to the east where a vastly superior choice of stock is available.

What demand exists is generally in the sub-500 sq ft (46 sq.m) range and enquiries over 1000 sq ft (92.9 sq.m) are very few and far between.

The majority of office stock is ageing and provided above shops in the town centre or within industrial estate locations with the largest purpose built office building being occupied by Adur Council itself.

We understand that Adur as a whole accounts for only 3% of the commercial office floor space in West Sussex (source: Adur Employment Land Study 2004) which clearly demonstrates the lack of general interest in the town as an office destination.

Recent development at the Ropetackle site has included some limited office construction with some small serviced units available to small or start-up companies and a limited amount of live work type space. Neither were seen as direct competition to the subject property.

From a locational perspective, Mariners House sits within a new housing development and, whilst there are some commercial operations present on Shoreham Beach, the area as a whole is primarily residential in nature. The locale is somewhat divorced from the centre of Shoreham and its main services.

Against this backdrop we were asked to undertake a marketing campaign of Mariners House.

In its favour, the development was new build and was to be offered with flexible unit sizes and available to purchase (long leasehold) which fitted in with the trend towards owner occupation. We anticipated that interest would be derived from such parties particularly as the market, at the time, was lacking in freehold or long leasehold opportunities although we did raise concerns that the location was unproven for a scheme of this type and that it was not a natural or necessarily desirable location for such a development.

To date no offers or strong interest has been derived despite over 18 months of marketing. The campaign we undertook followed the well proven route of targeted occupier, applicant and agent mailings, adverts, press releasing and internet listings.

Our efforts are summarised below:

Marketing Campaign

Acting upon your instructions we commenced the full marketing campaign in June 2005 and have continued marketing up to the present day. During this time, Mariners House has had approximately eighteen months exposure to the open market.

We set out below the marketing strategy adopted and the measures undertaken by Tod Miller Thomas during the term of our instructions. These are as follows:

a) Branding

We assisted in the production of a "brand" for the commercial element of the Harbour Way development (as distinct from the residential element) with a view to providing a clearly defined and identifiable product.

b) Brochure

Further to the branding exercise, a development brochure was designed and prepared. This took the form of an A4-sized double sided glossy brochure with colour photographs of the development. Some 2000 copies were ordered.
This provided us with a tool for distribution to our extensive occupier and applicant lists.

c) Site Board

An agent's board measuring some 8' x 6' was erected on site facing traffic heading across Harbour Way. This was of significant size and clearly identified the commercial element of the scheme.

d) Advertisements

A consecutive series of quarter page colour and mono advertisements were placed into the local and regional property press, including the commercial property supplements of both the Brighton Argus series and the Worthing area Property Weekly throughout the marketing period. These are the main and proven media for commercial property advertising in the area and cover the area of Littlehampton to the west and to Brighton and beyond to the east.

e) Mail Outs

Targeted mailing is a highly effective form of marketing for a property such as Mariners House. The mailing of brochures, together with covering letters highlighting the opportunity available to prospective occupiers, were sent out at regular intervals during the marketing period. Mail-outs were targeted at the following:

1) Applicants registered with Tod Miller Thomas seeking offices in the Worthing and Adur region.
2) Selected office occupiers (sub 50 employees) in the West Sussex region using our own in-house database.
3) Selected office occupiers (sub 50 employees) in the Brighton area.
4) Inward investment bodies.
5) Property investors seeking lot sizes up to £1 million.

f) Internet Listings

Full listings were made both on the Tod Miller Thomas corporate website and also on the EGI Property Link website which is the most visited commercial property website in the UK. Both listings remained permanently on these websites throughout the marketing period.

g) Press Releases

Articles relating to the development and the opportunity to purchase freehold offices were distributed to the local and regional property media throughout the term of our instructions. As these are not placed as "advertorials" publication remained at the discretion of the individual editor of each of the media approached.

Quoting Terms

Throughout the marketing period the development was offered on the basis of either long leasehold sales or the opportunity to lease either an individual suite or combination thereof at a quoting price of £215 per sq.ft or £14.50 per sq.ft respectively. These figures are fully in line with what we would see as a "market" price and rent for a scheme of this type and comparable with others in the general Worthing and Brighton area. Tod Miller Thomas are the marketing agents for the highly successful Yeoman Gate Office Park situated in West Worthing where nine of the thirteen office buildings constructed have been disposed of two

months from practical completion of the development. Prices for these have ranged from £206 -£215 per sq ft and rents achieved of £16.50 per sq.ft. This, and other transactional evidence in the area over the last 18 months does, we feel, vindicates the pricing structure of Mariners House. Indeed it is worth noting that a near identical campaign to that run for Mariners House was undertaken (using the same mailing lists and advertising media etc) for Yeoman Gate which, in terms of take-up, has been Worthing's most successful office development for over 25 years.

Interest Received

Given the consistently poor level of office demand for Shoreham, and Shoreham Beach in particular, Mariners House has had to, effectively, create its own market. It is clear that despite being a quality product offered at reasonable market price it has failed to establish itself as a viable office location.

It is fair to say that at the outset that we fully expected that offering the opportunity to purchase small new-build offices in Shoreham Harbour would have some attraction to the market and that, consequently, we predicted, interest would be forthcoming from potential owner occupiers.

However, despite the rigorous marketing campaign conducted over nearly a year and a half, all suites within the building remain available. As you will see from the attached schedule of interest, there are a number of specific reasons as to why Mariners House has not succeeded, the most compelling of which is that potential commercial occupiers simply do not see the location as suitable for their business.

Whilst the development itself provides both an interesting setting and reasonable level of specification, its is clear from those we have spoken to about the scheme since inception of the marketing campaign, that Mariners House is not seen as a commercially viable location. It is somewhat remote from the business "hub" of central Shoreham including the banks, post office and other general amenities essential to the general running of a small office. From comment s we have received it was felt too remote from a staff desirability standpoint with staff affectively "trapped" at lunchtime with few amenities. Other potentially interested parties have turned down the opportunity as they have felt that being located amongst a housing development was not a suitable position.

Mariners House, whilst being close to the waterfront, is not actually on it and consequently has no views over open water somewhat reducing its desirability or removing any "wow" factor that could have existed had it been located in a more prominent "harbourside" location within the development.

The schedule of interest clearly shows that at least some demand does exist for small office suites in the Shoreham area, although our records indicate that, by and large, these requirements have been satisfied in the more established office locations including the town centres of Worthing, Shoreham and the coastal stretch along to Brighton/Hove including the established Southwick Town Hall business centre.

To add fresh impetus to our marketing campaign we specifically targeted the occupiers of business centres in the Worthing to Brighton area with a view to prising a few occupiers from their midst. Again, feedback was very poor and obviously, no sales or lettings resulted.

Conclusion

On your behalf, Tod Miller Thomas conducted a very thorough detailed marketing exercise, the likes of which usually produce a significant number of sales or lettings for developments of this type. The remoteness of Harbour Way as a commercial location has, quite simply, precluded any serious interest being derived and, whilst some potential occupiers, were interested in the building itself and the facilities that it offers, they were not prepared to reconcile this with a non-commercial location.

Our recommendations from here on in are to look at the opportunity for alternative uses for Mariners House as we do not see the current poor commercial demand for the building or its location improving in the short to medium term. This is compounded by the protracted period vacancy that the building is suffering which raises concerns about security and maintenance issues.

We trust that this report brings you fully up to date with our marketing efforts and look forward to discussing the contents with you in due course.

Tod Miller Thomas

TOD MILLER THOMAS

Attachment

SCHEDULE OF INTEREST

Mariners House, Shoreham Harbour

June 2005 – September 2006

Prepared by Tod Miller Thomas, Chartered Surveyors

NAME	REQUIREMENT	INTEREST DERIVED FROM	COMMENT
Architect	500 ft²	Board	Declined.
Construction company (for admin. offices)	1,000 ft²	Board	Declined.
I.F.A.	600 ft²	Mail-out	Too remote.
S. Campbell Esq.	500 – 1,000 ft²	Mail-out	Declined.
P. Raynor Esq.	1,500 ft²	Board	No offer forthcoming.
Public Relations	1,000 ft²+	Advert	Declined. Too remote.
Accountant	600 ft²	Mail-out	Too remote/too close to housing estate.
Publishing company	500 – 1,000 ft²	Website	Wanted cheaper accommodation.
Business Centre operator	1,000 ft²+	Advert	General enquiry. Not suitable location.
Training company	3,000 – 6,000 ft²	Viewed	Admin. Offices for social services operation. Need one or two buildings in Worthing area.

NAME	REQUIREMENT	INTEREST DERIVED FROM	COMMENT
Medical publishers	3,000 ft²	Details sent.	Local office expansion. In medical publishing business. US owned.
Clients of Nelson Bakewell	3,000 – 4,000 ft²	Viewed	Confidential requirement believed to be relocation of current Worthing based financial services company. Rejected as not 'prestigious' enough.
Charity	Up to 2,500 ft²	Details sent	Drug rehabilitation/training charity. Dubious user – potential for upsetting other tenants.
Tour operator	3,000 – 5,000 ft²	Viewed	Tour operator relocating from Storrington. 40 members of staff. Now withdrawn interest due to current political climate.
Clients of Hurst Warne	3,000 ft² Worthing – Brighton	Details sent. Possible viewing 'tour' next week.	Unnamed client.