PLANNING APPLICATION

DESIGN AND ACCESS STATEMENT
HERITAGE STATEMENT

For:

Proposed Change of Use and Extension to existing building to create 6No. 2-bed apartments

At

30-32 Chapel Road, Worthing, West Sussex BN11 1BE

Date:

April 2023

Ref:

0021-DA01A

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1.0 INTRODUCTION

This statement forms part of a Planning Application on behalf of the Caskade Group Ltd submitted in respect of a proposed change of use and extension to the upper floors creating 6No 2-bed flats with associated bin and cycle stores at 30-32 Chapel Road, Worthing.

This Design and Access Statement has been produced to support the application with explanation of the design rational and key points.

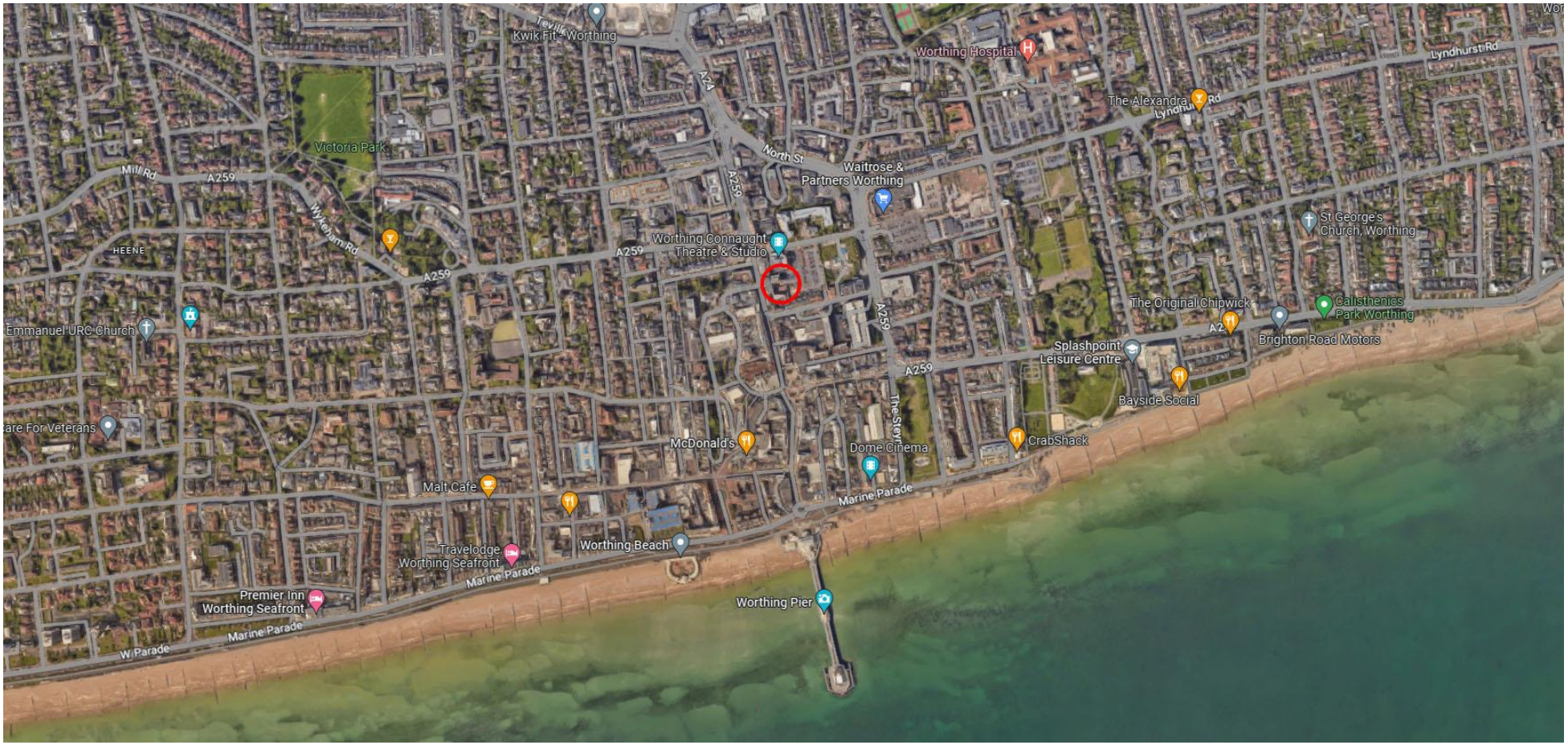

Figure 1 Aerial Site Location Plan identifying the proposed site in red

1.1 APPLICATION SITE CONTEXT

The application site boundary, highlighted in red in Figure 2, is located on the east side of Chapel Road and is adjoined on both sides by commercial properties on the ground floor and residential uses on the upper floors. The application site is also only 400m north of Worthing beach and 500m south west of Worthing train station.

The built form of the surrounding local area to the application site is mostly commercial but does have residential to the upper floors of surrounding properties. The surrounding buildings are mostly 3-4 storeys. The architectural style of the road varies with a mixture of buildings from different time periods but mostly consists of pitched tile or slate roofs and brick or rendered walls.



Figure 2 Aerial Site Plan identifying the proposed site in red

1.2 APPLICATION SITE - EXISTING

The existing Application Site consists of a relatively long, thin rectangular building which fronts Chapel Road. The building is deepest on the ground floor which is currently commercial use and occupied by the fast food restaurant KFC. The first floor is currently vacant and is not as deep as the ground floor. This leaves an area of flat roof to the rear where KFC currently have their external mechanical plant positioned. The second floor is also currently vacant and is wider than it is deep which leaves a large flat roof over much of the vacant first floor. To the rear of the flat roof is a raised lift shaft with is a storey in height. The first floor flat roof has disused mechanical plant and bird protection netting over it full length.

The second floor element has an asymmetrical front-to-back pitched roof with the front portion standing seam metal clad and the rear portion tiled.

Adjacent north of the site is No.48 which is one storey higher than the application site while adjacent south of the site is No.28 which is one storey lower.

To the rear of the site is an area of concrete hard standing which is used for staff parking, off-loading of deliveries, commercial bin store and staff cycle storage. This area is open and accessed directly from the NCP Car Park – Worthing Union Place.

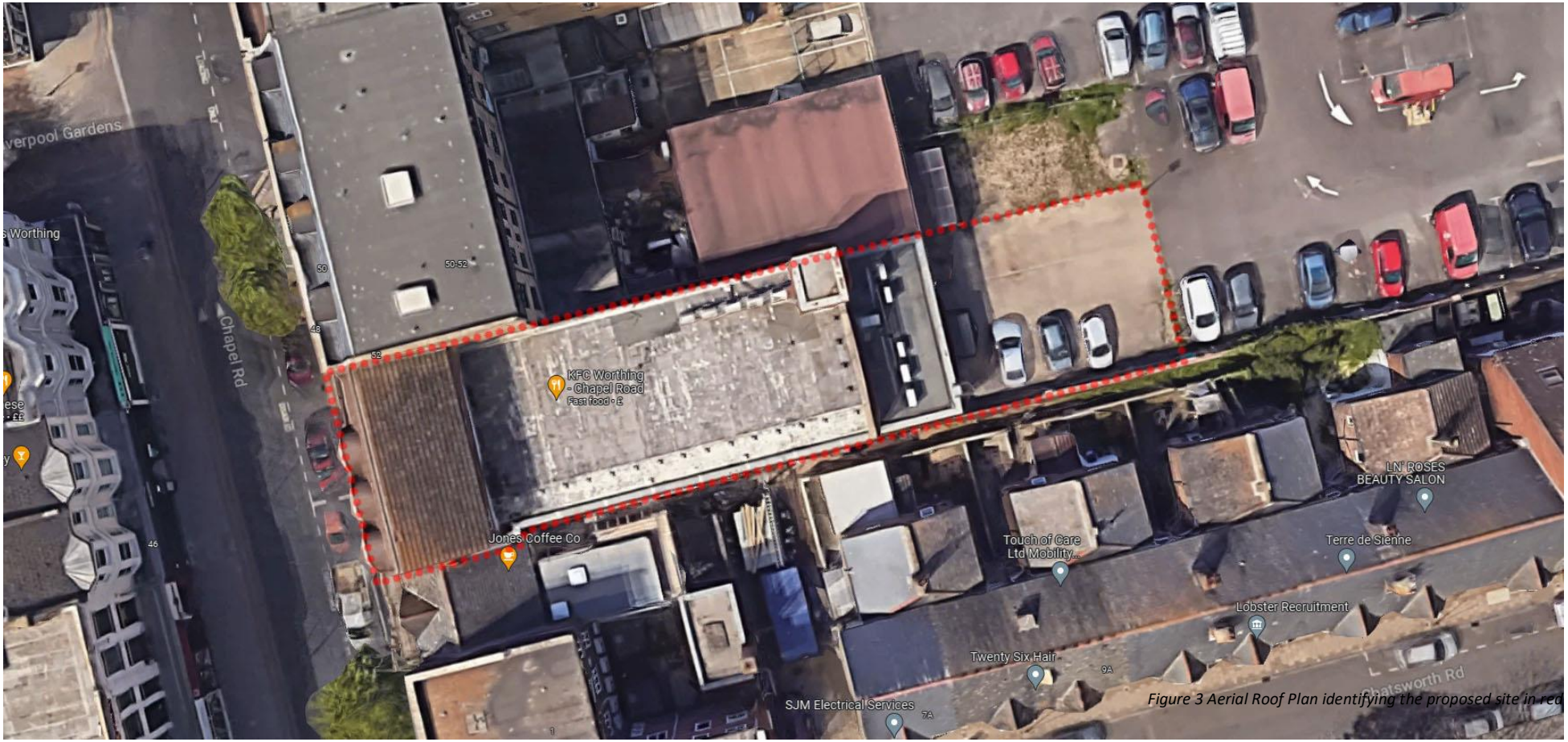

Figure 3 Aerial Roof Plan identifying the proposed site in red



Figure 4 Aerial view from Chatsworth Road



Figure 5 Aerial view from the NCP Car Park

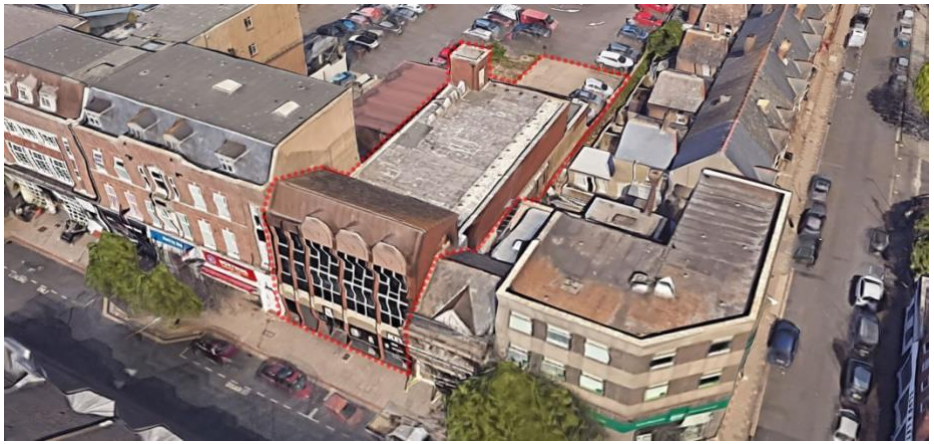

Figure 6 Aerial view from Chapel Road



Figure 7 Street View from Chapel Road



Figure 9 Street View from Chatsworth Road



Figure 8 Street View from the NCP Car Park

1.3 SITE ANALYSIS

The Local Authority Interactive Map, as shown in Figures 10-12 show a range of key influencing factors to the Application Site, such as Conservation Areas, Central Shopping Areas, Listed Buildings etc.

As shown in Figure 1 there are no Listed or Historical Building adjacent or opposite the site. The nearest are in Ambrose Place north west of the site. There are four public parking areas within 200m of the site.

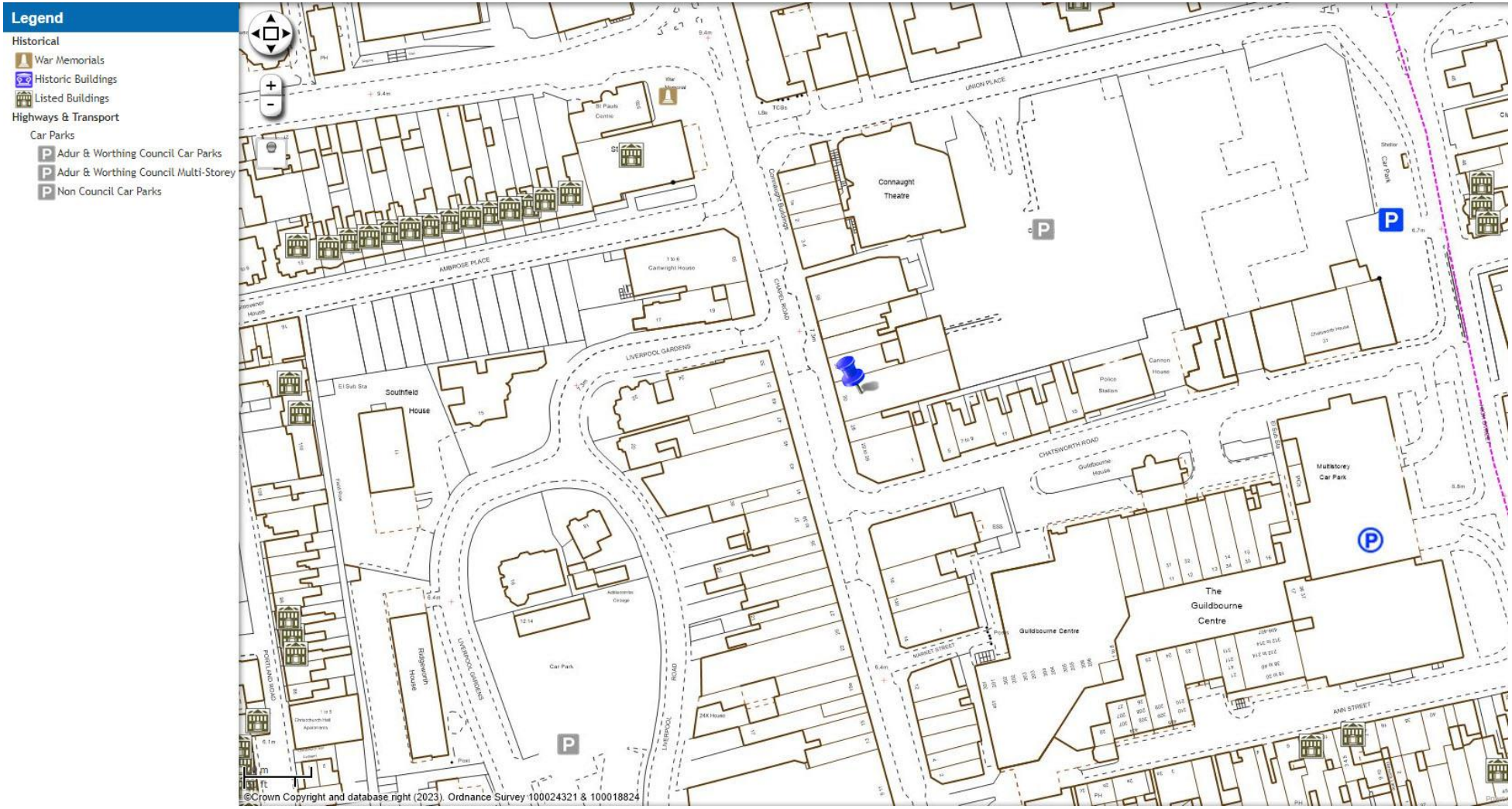

Figure 10 Extract from the Adur & Worthing Interactive Map showing Historical and Highways / Transport information in relation to the application site.

Figure 11 shows that the Application Site falls within the Town Centre Boundary and the Worthing Conservation Area. It also shows that the site falls outside of the Key Office Locations and Industrial Estates and Business Park areas.



Figure 11 Extract from the Adur & Worthing Interactive Map showing Worthing Core Strategy information in relation to the application site.

Figure 12 shows that the Application Site falls within the Central Shopping Area – Secondary zone and is north of the Primary Zones A and B.

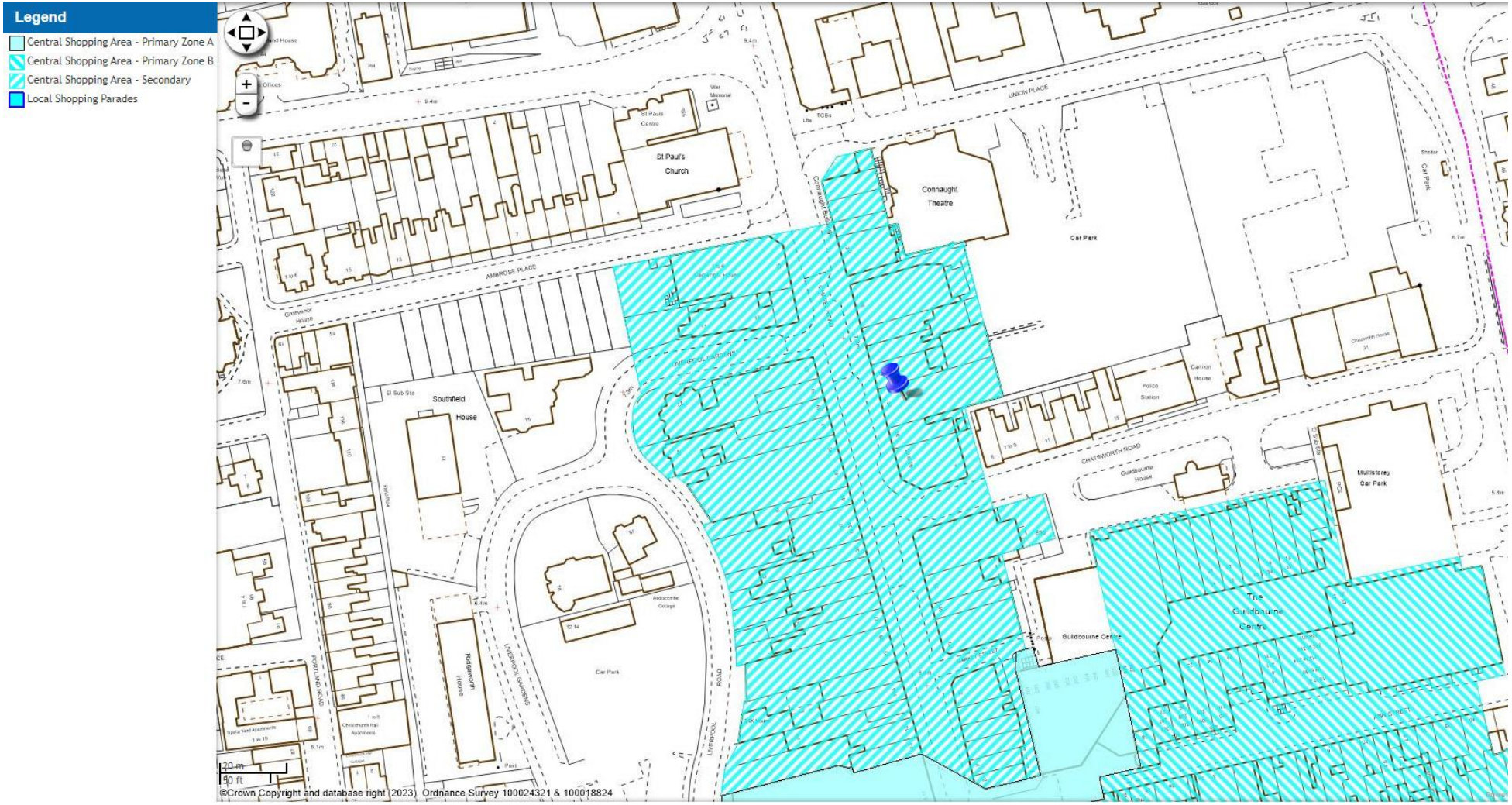

Figure 12 Extract from the Adur & Worthing Interactive Map showing Central Shopping Area information in relation to the application site.

1.4 FLOOD RISK

Figure 13 shows the Application Site falls outside of the local Flood Risk Zones and therefore is considered to have a low risk of flooding.

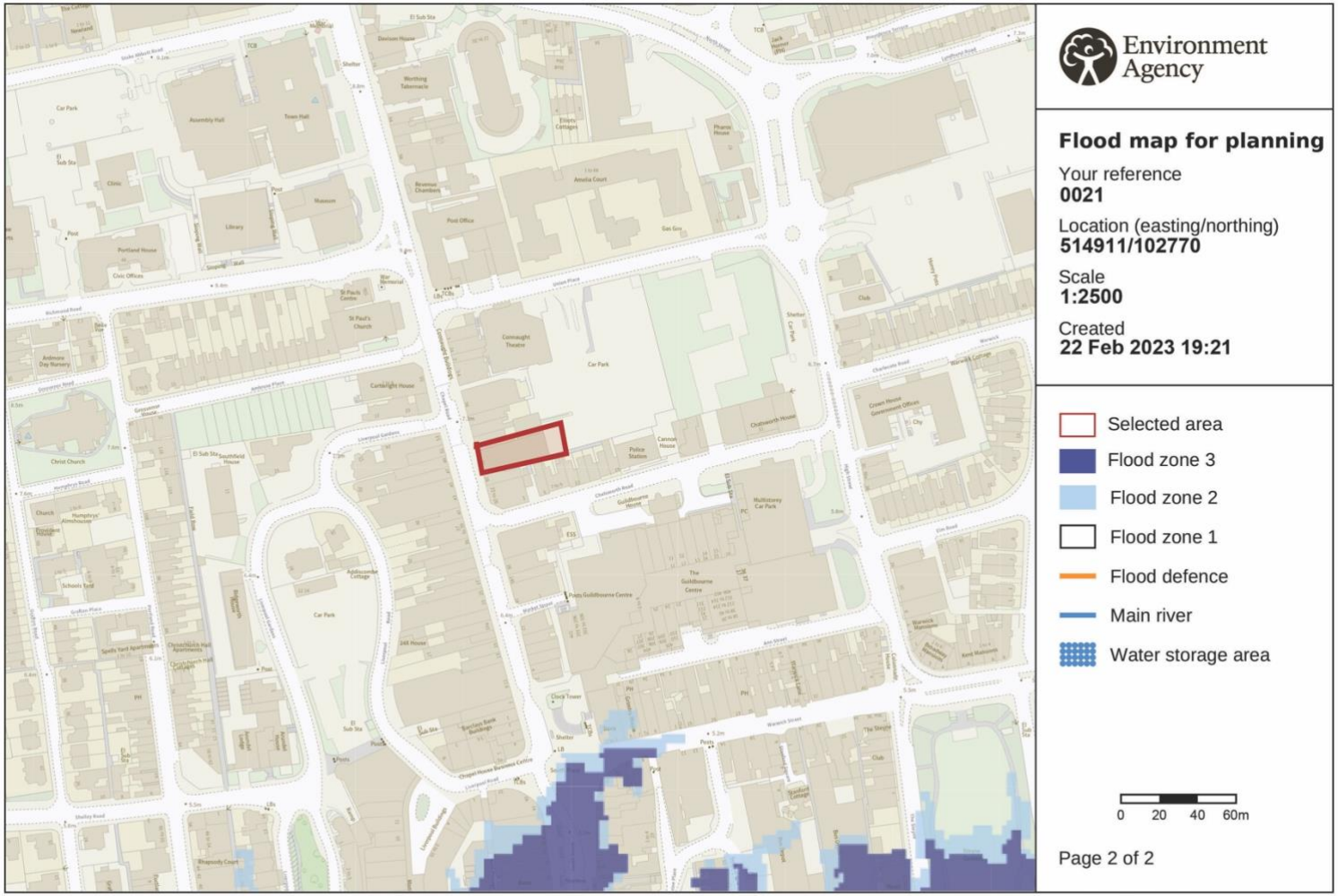

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Figure 13 Extract from the Environment Agency Flood Map showing Flood Risk information in relation to the application site.

2.0 DESIGN STATEMENT

The Design element of this Design and Access statement is an important opportunity to express the rational which has led to the design choices put forward within the proposals.

2.1 USE

Part of the proposal for this application is the change of use of the existing upper floors from commercial to residential use. The existing first and second floors are currently vacant and empty and accessed via staircases to the front and rear of the building.

The proposed residential use is considered appropriate for the following reasons:

- Both the first and second floors have good outlook to the front and rear which is essential for habitable rooms within flats
- The space available (as well as the extensions) is in accordance with National Described Space Standards
- The existing access to the upper floors is compliant for residential use
- Many of the existing buildings adjacent and in close proximity have residential use to their upper floors
- There is high demand for housing of this size and type in the area

The proposed use was tested as part of a Pre-Application Advice Application which concluded that the principle of development was acceptable.



Figure 14 Proposed Site Plan

2.2 AMOUNT

The proposals look to make use of all the existing structure with the following additions:

- A 15m deep, full width extension to the second floor
- A 12.6m deep by 9.1m wide additional third floor extension making use of the existing pitched roof over the second floor

The amount of proposed accommodation is considered reasonable with all new Flats in accordance with the Nationally Described Space Standards

Accommodation Areas

Flat 1	FF	2-Bed	4-Person	97.90m²
Flat 2	FF	2-Bed	4-Person	90.64m²
Flat 3	FF	2-Bed	3-Person	64.39m²
Flat 4	SF	2-Bed	4-Person	97.85m²
Flat 5	SF	2-Bed	4-Person	90.64m²
Flat 6	TF	2-Bed	3-Person	71.63m²

2.3 LAYOUT

The proposed layouts have been designed to work sympathetically with the existing building in terms of access, structure, fire, outlook and amenity.

The challenge with the proposed layout is that the existing building is relatively long and thin meaning that two flats do not fit comfortably side by side. Therefore, the most practical and efficient layout is to have one flat at the front, one at the rear and one in the middle. This then presents the challenge of accessing the middle flat and providing adequate outlook.

Access to the rear and middle flats is provided via the existing rear staircase to the first floor and a new staircase to the second floor. The new staircase allows the second floor extension to be reduced because we are not adding a new stair over the existing. This allows a roof terrace to be provided to Flat 5 and creates a terracing effect to the overall appearance of the building.



Figure 15 Proposed Floor Plans

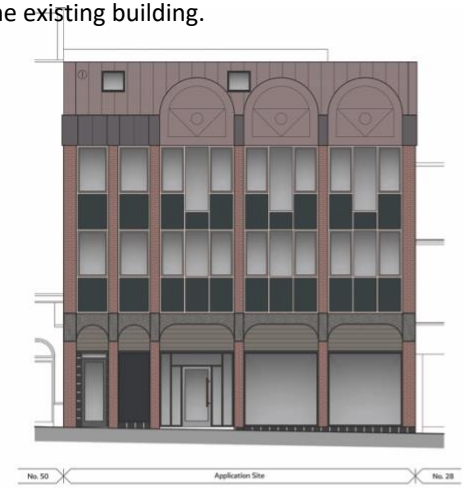
With regards to outlook for the middle flats on the first and second floors, the external walls have been angled away from the adjacent buildings providing better outlook to the rear and prevents over looking into adjacent existing flats.

Flats 1, 4 and 6 are all accessed via the existing staircase to the front of the building with an additional stair added over the existing to access the new third floor.

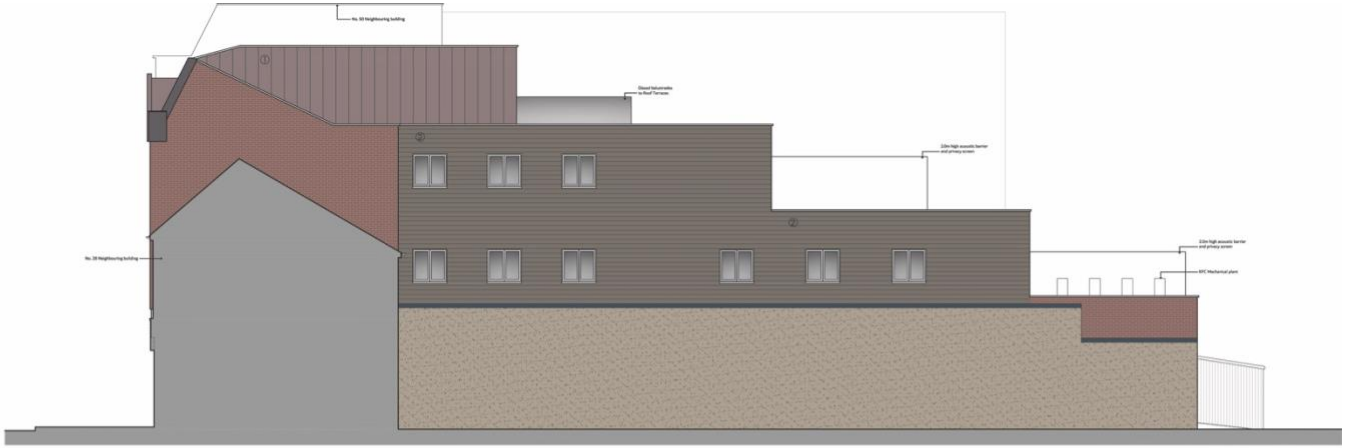
The front flats on the first and second floors benefit from the large existing glazing to the front which provides good outlook and daylighting. The new third floor flat is built into the existing front part of the pitched roof with the only additions are two small rooflights which given their position relative to the parapet and existing roof feature dormers will have minimal impact.

2.4 SCALE

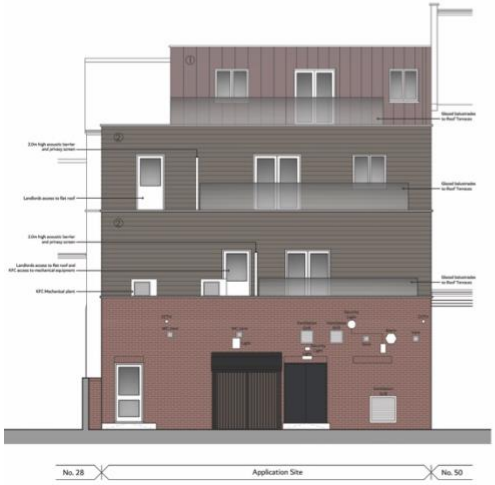
The scale of the proposals has been carefully considered to provide minimal impact to the existing building.



Front Elevation (from Chapel Road)



Side Elevation (facing South)



Rear Elevation



Side Elevation (facing North)

Figure 16 Proposed Elevations

The most important view of the Application Site, in terms of scale, is the front view from Chapel Road. The existing ridge height of the building is not quite high enough to provide adequate ceiling heights for a new storey so a new, slightly higher, ridge has been positioned further back. Given the angle from the set back this ridge will not be visible from the street or surrounding area.

The additional storey adjoins the neighbouring building to the north but is still lower in height to maintain the stepping down effect of the existing roofline.

To the south the additional storey has been set in as the adjoining building is lower in height. This prevents the additional storey from being seen at street level as shown in the visualisations.

The proposed scale of the building is in accordance with Pre-application discussions and alterations.

2.5 APPEARANCE

The appearance of the existing building will remain unaltered from the front given the considerations given to the additional storey and flat layouts.

The appearance from the rear is considered to be enhanced as the existing rear elevations consist of red brickwork, tiled pitched roof, white single pane metal windows with security bars, mechanical plant equipment, a lift override and dilapidated bird netting.

The proposed materials look to match with the existing with use of timber effect cladding boards, fibre cement cladding boards and standing seam metal cladding. This with good quality black/dark grey aluminium windows, black rain water goods, glazed balustrading and acoustic panelling will provide an enhanced appearance befitting flats of this size and in this location.

3.0 ACCESS

The Access element of this Design and Access statement is an important opportunity to add additional information and context to the proposals particularly related to the movement of people and vehicles through the site.

3.1 ENTERING THE SITE

Flats 1, 4 and 6 will be accessed via the existing door to the front of the building adjacent to the main KFC entrance. This door links to an existing staircase which in turn accesses these flats. Two door protection has been provided within the flats to the existing staircase.

Flats 2, 3 and 5 will be accessed via an altered rear access door providing complete separation for the flats from the KFC back of house spaces to the rear. The new entrance links to an existing staircase which accesses Flats 2 and 3. A new staircase via a new corridor provides access to Flat 5.

All entrance points have level thresholds in accordance with AD Part M and all new staircases have been designed in accordance with AD Part K of the Building Regulations.

3.2 CYCLES

A new Cycle store has been provided to the rear of the building providing one cycle space per flats in accordance with LA Planning requirements.

3.3 EMERGENCY ACCESS

Access for Emergency vehicles and operatives is as per the existing situation.

3.4 TRANSPORT LINKS

The nearest local bus services can be found north of the application site on Chapel Road which is approximately 175m from the application site.

The available bus routes can be seen in Figure 17

The nearest train station is Worthing Station which is approximately 500m north of the application site with services to London and the South East.

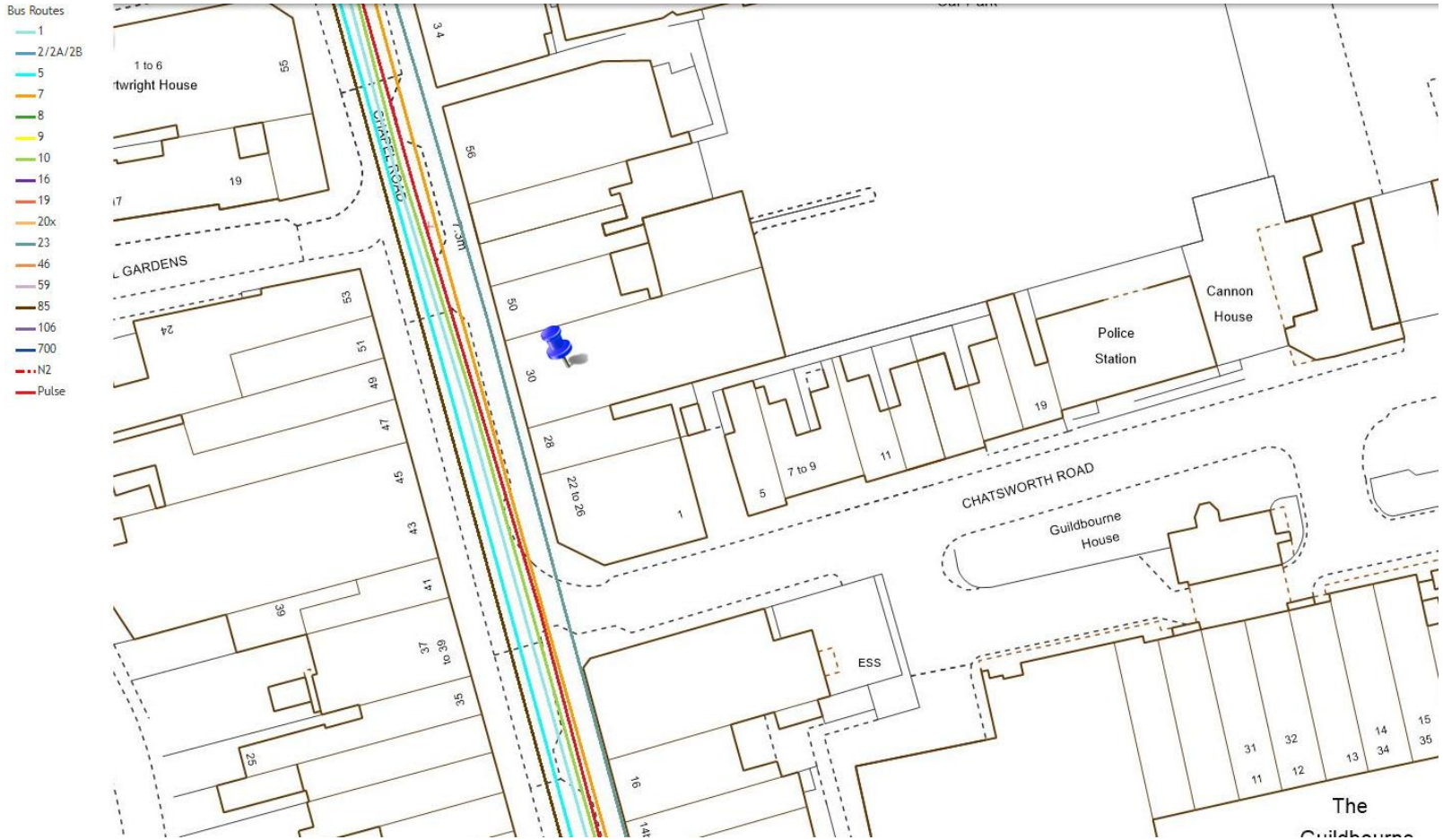


Figure 17 Map showing Local Bus Routes in relation to Application Site

3.5 ENERGY EFFICIENT AND SUSTAINABLE BUILDING PRINCIPLES

Following the removal of the Code for Sustainable Homes in 2015 specific requirements for energy efficient homes have been incorporated into the Building Regulations, National Planning Policy and Local Planning Policy. In addition, some dwellings look to achieve a specific BREEAM rating or to be designed to Passivhaus Standards as a recognised energy efficiency standard.

With no specific sustainability standards/requirements to follow we use a combination of tried and tested principles used in the old Code for Sustainable Homes, current BREEAM, BRE papers and Passivhaus.

The following are our list of Energy Efficiency standards for buildings with specific emphasis on dwellings:

- A Fabric First approach.
    - High levels of insulation creating a fully insulated building envelope (U-Values of between 0.10 – 0.15 W/m²K).
    - Very good Air Tightness to the whole building envelope (approximately 1m³/hr/m²@50Pa).
    - Minimising thermal bridging.
    - Use of passive solar gain coordinated with informed orientation of the dwelling and the use of openings and shading.
    - Use of thermal mass.
- Whole house mechanical ventilation with heat recovery.
- Use of low or zero carbon technologies chosen specifically with the dwelling's constraints in mind.
- Energy efficient lighting.
- Efficient internal and external water use with possible use of grey water systems and/or water retention systems.
- Responsible sourcing of materials

With regards to this project the list of the above sustainability principles will be followed with special emphasis on the fabric of the building to make it as efficient as possible within the budget.

Consideration will be given to the use of the most appropriate low or zero carbon technologies to help reduce running costs. It is likely that these will include PV panels and Solar Thermal Panels on the roof but could also include air source heat pumps if deemed viable or suitable.

The use of Green Roofs has been considered on the project, however, given the significant loadings required for this, it's felt that the upgrade to the existing structure, while causing major disruption to the ground floor commercial space, will not be a viable option.

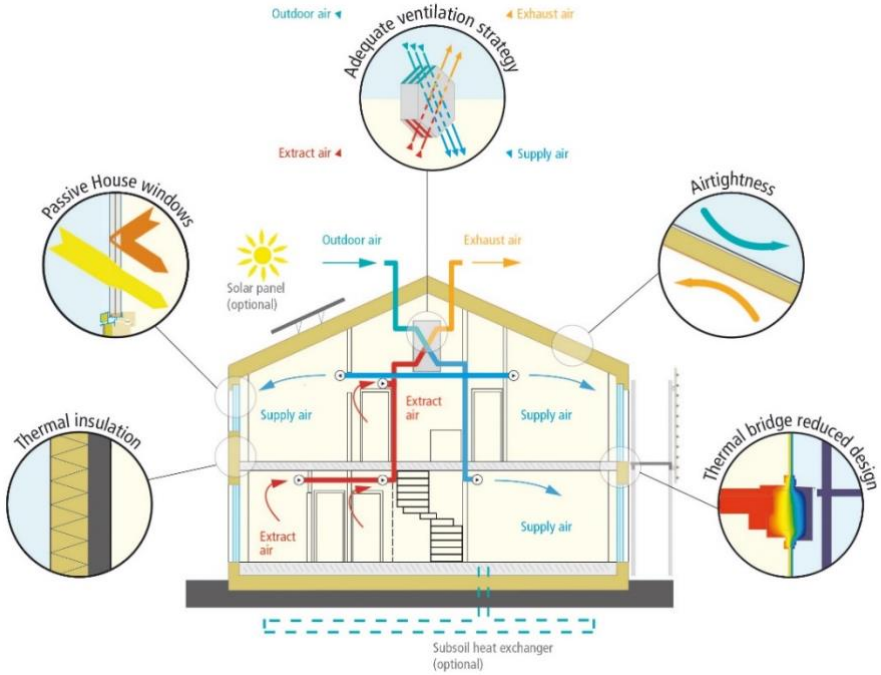


Figure 18 Passivhaus Principles taken from the Passive House Institute website (www.passiv.de)

4.0 HERITAGE STATEMENT

4.1 CONSERVATION AREA

The application site is located within the Chapel Road Conservation Area as shown in Figure 18. The Conservation Area boundary runs around the rear of the existing building with the rear yard area being outside the Conservation Area.

'In 1812, St. Paul's Church was built as a Chapel of Ease to Broadwater parish. A road linking through to South Street had been laid out by 1814 and was completed and named Chapel Road after St. Paul's in 1815. Later in the 19" century as development took place on the west side of the town, South Street became fully developed and Chapel Road to the north eventually superseded the High Street as the main thoroughfare.'

Extract from the Chapel Road Conservation Area Appraisal, Page 1

'Although the main north-south thoroughfare to and from the town centre, Chapel Road is no longer heavily trafficked by motor vehicles since the South Street pedestrian enhancement scheme precluded its use as a through route except for buses. Indeed, south of Chatsworth Road, Chapel Road is prohibited to motor vehicles except for access and buses and taxis. It is a straight road lined with buildings generally of three storeys which create a strong sense of enclosure. Within this uniformity of scale, there is much of interest in the street scene and the buildings exhibit a variety of age and styles; especially on the east side.

Extract from the Chapel Road Conservation Area Appraisal, Page 2

The extract from Page 2 of the Chapel Road Conservation Area Appraisal is taken from the section titled:

Architectural Townscape and Landscape Qualities
Chapel Road (South of Ambrose Place)

The extract, therefore, specifically relates to the area the application site falls within.



Figure 19 Map showing Chapel Road Conservation Area with Application Site highlighted in red.

4.2 HISTORIC MAPS

Chapel Road was build in 1814 linking St. Paul's Church to South Street and over time this became the main thoroughfare superseding the High Street.

The area of Chapel Road associated with the application was made up of a series of detached villas with spacious grounds.

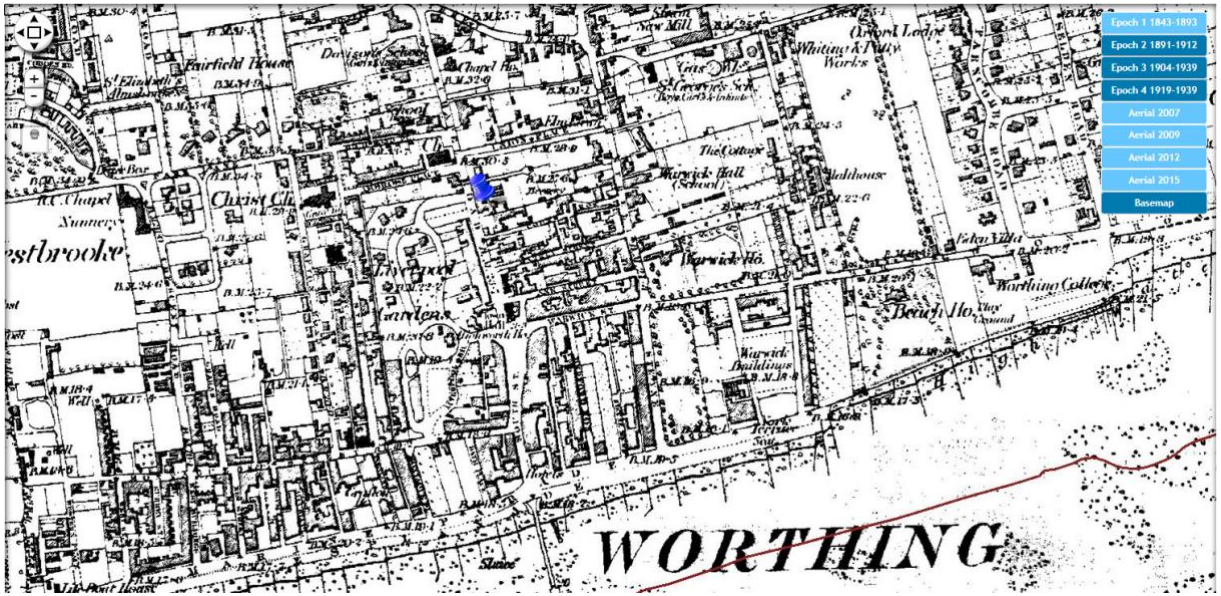
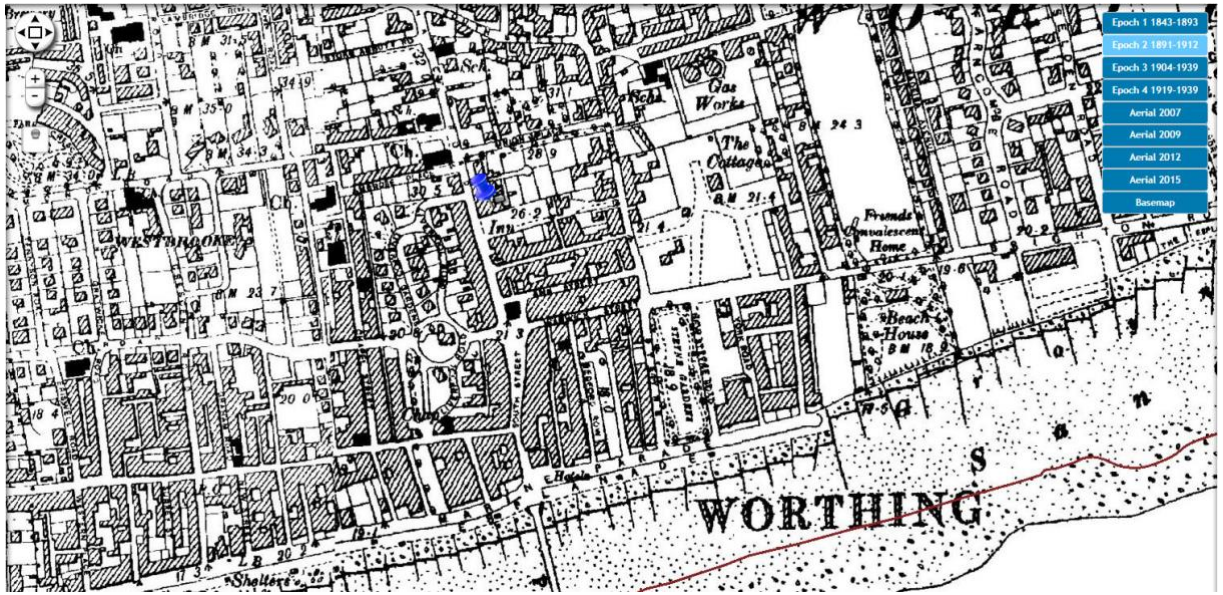


Figure 20 Extract from OS Map of 1875 (1843-1893)
Figure 21 Extract from OS Map of 1898 (1891-1912)

The villas on Chapel Road were gradually removed and replaced with terraced shops and civic buildings to the north end of the road. The notable civic buildings include Worthing Library, Worthing Museum & Gallery, Worthing Connaught Theatre, Post Office Building, and Worthing Town Hall. All of these buildings are within 200m of the application site.



Between the OS Maps of 1898 and 1911 Chatsworth Road was built which has properties that back onto the application site. These are mostly two storey and of commercial use.

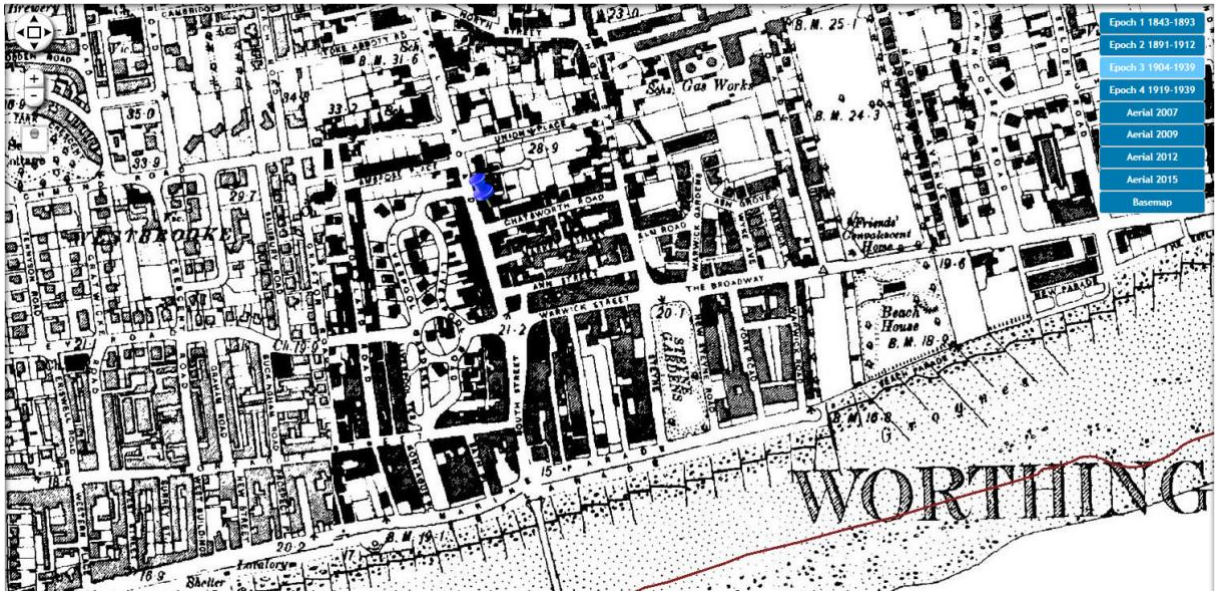


Figure 22 Extract from OS Map of 1911 (1904-1939)

The OS Map of 1932 shows significant development to the rear of the application site which has all since been demolished and is now in use as a car park.



Figure 23 Extract from OS Map of 1932 (1919-1939)

4.3 SUMMARY

While there are some significant buildings all along Chapel Road, the application building is not listed or mentioned as one in the Conservation Area appraisal or historic maps. The frontage of the application building is clearly the most important part as it enhances the character of the road and conservation area as mentioned in the Pre-App written response.

The design has therefore been focused on retaining and enhancing the front façade without impacting significantly on it. The front façade is enhanced with the addition of new double glazed windows with insulated panel in the same style and pattern as existing. The additions of two small roof lights have been positioned so they cannot be seen from street level due to the positioning of the existing parapet. Also, the additional second floor has been set back from the frontage so again it cannot be seen from street level.

The design proposals are, therefore, considered to have little of no impact on the Heritage aspects of the application site or surrounding area.



Figure 24 Proposed visualization of application site frontage.