



Design and Access Statement, Sustainability Statement, Planning and Flood Risk Assessment

Creation of Commercial Units at
The Land known as the Garages at Railway Approach
East Grinstead, RH19 1BP

Originator: JT
Date: 17.12.2024
Revision: -

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Design and Access & Sustainability & Planning Statement with Flood Risk Assessment

Railway Approach Garages

Introduction

This Statement has been created to provide supporting information in support of the Planning Application for the creation of two small commercial units to serve the local economy, within one two storey building.

The purpose of this document is to highlight the constraints and importantly the opportunities at the property, as a whole, and propose some options as to how the opportunities could be realised. This will then provide some information and options for consideration.



Site Location Plan



Site Location Hatchbed



Proposed Site Block Plan



Proposed Dimensions to Neighbouring Properties



Client
Mr Simon Smith
Project
Railway Approach Garages
Civil (General)
Drawing
Site Location Plan

PLANNING

Drawing Number	Date
001-005-100 Rev	December 2021
Scale	Page Size
1:1000 and 1:500	A3
Drawn: JT	Checked: JT

Created: 10/12/2021
Reviewed: 10/12/2021
Tracked: 10/12/2021
Name: www.jonattal.com

Design and Access & Sustainability & Planning Statement with Flood Risk Assessment

Railway Approach Garages

Existing Plan

The existing property is within the rear yard area behind the predominantly commercial units fronting Railway Approach and London Road. This area for the proposed development is made up of 6 garage units, all with up and over doors. The garages are becoming more dilapidated and susceptible to anti-social behaviour, therefore the applicant has the aim of bringing the area back into a purposeful usage and make the area safer for those using the yard. It is important to note that the site is the area where the garages are positioned and not the remaining yard. The garages cover the entirety of the proposed site

The area is accessed either via the rear exits to the surrounding commercial units or via a vehicular route directly onto Railway Approach.

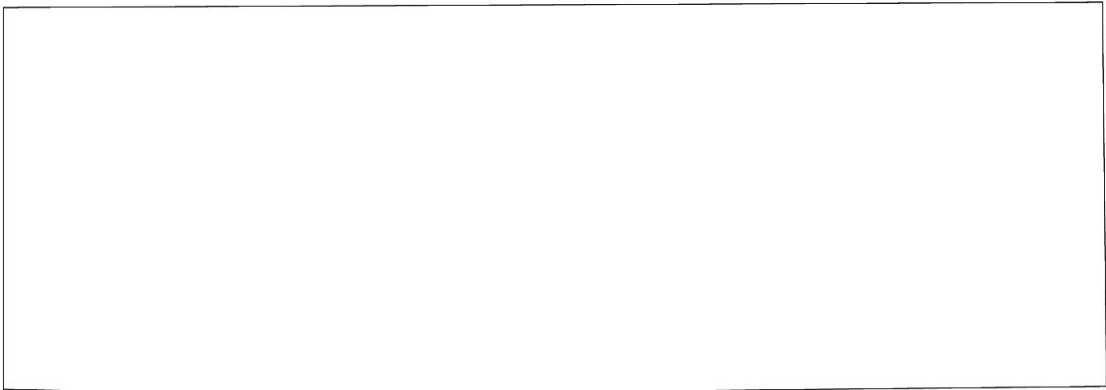
The applicant owns some of the other properties in the area and wants to make further efforts to eliminate anti-social behaviour in the area. As part of this, the garages are unsightly and offer little economic value. It is not economically viable to make any upgrades to the existing structure.

This area of the garages would provide good access and be a sustainable use of the space with a negligible negative impact to the surrounding area while the creation of commercial units would hope to provide a sense of ownership and look to ensure that the yard is kept clear and used in an appropriate way.

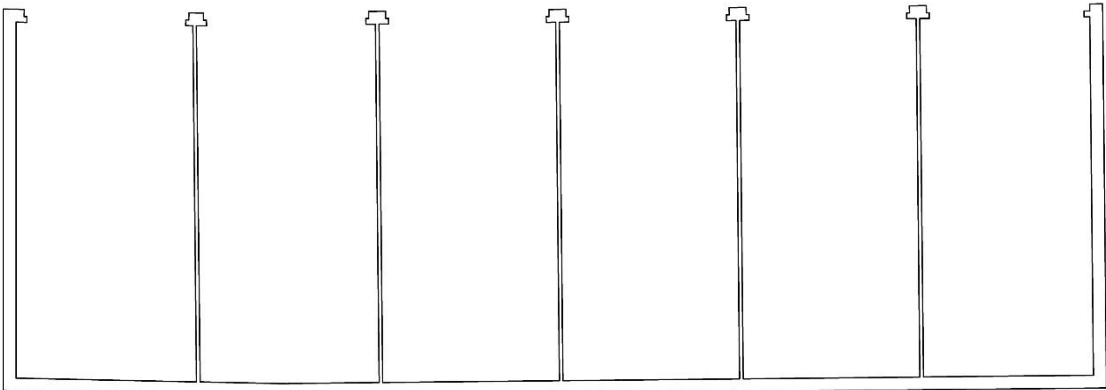
The area is currently made up of 'pebble-dashed' concrete panels with a flat roof.

Design and Access & Sustainability & Planning Statement with Flood Risk Assessment
Railway Approach Garages

Existing Ground Floor Plan



Existing Roof Plan



Existing Ground Floor



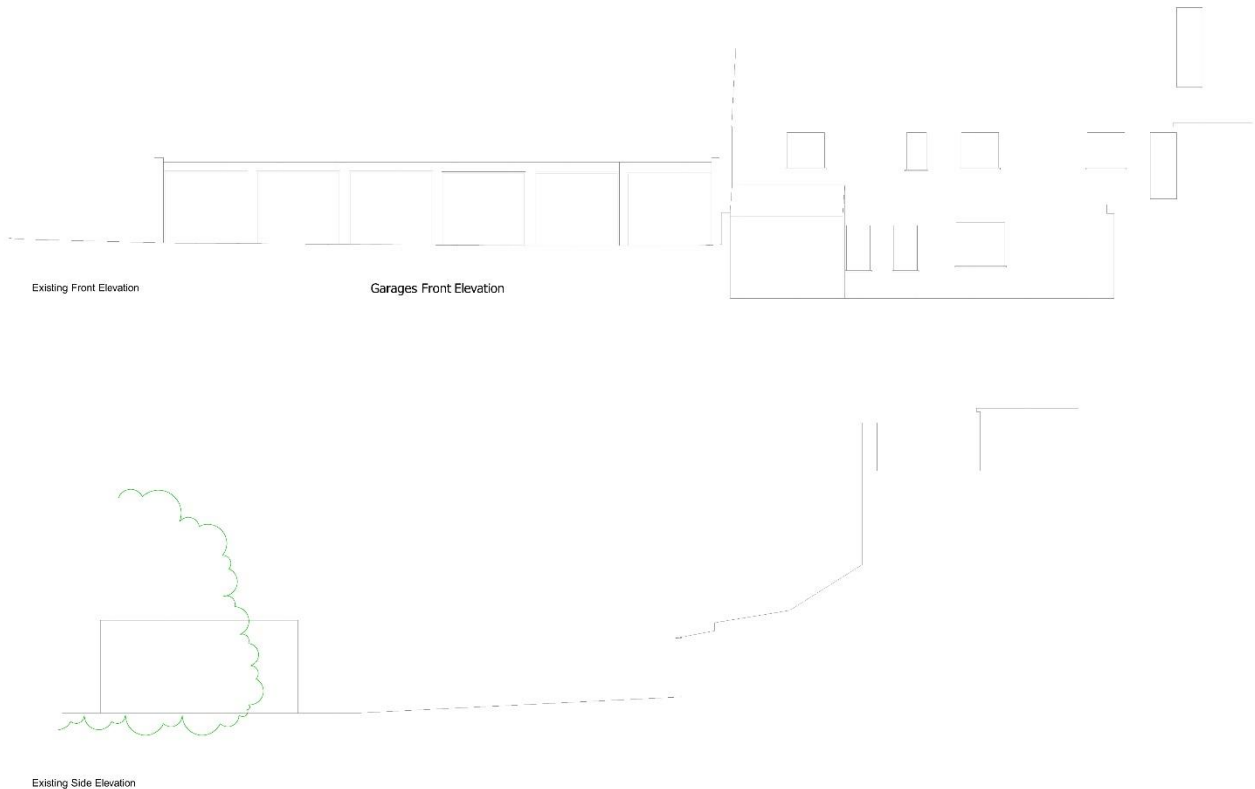
Client Mr. Simon Bath Project Railway Approach Garages East Colchester Drawing Existing Ground and Roof Plan	
PLANNING	
Drawing Number 05A-005-200 Rev 1	Date December 2024
Scale 1:50	Paper Size A3
Drawn JT	Checked JT
Email info@jtalley.co.uk Telephone 01206 873 010 Web www.jtalley.co.uk	

Rev Date/By Revision Note



Design and Access & Sustainability & Planning Statement with Flood Risk Assessment

Railway Approach Garages



Client
Mr. Owen Smith
Project
Railway Approach Garages
East Chircombe
Drawing
Existing Elevations

PLANNING			
Drawing Number	054-002-000 Rev -	Date	December 2024
Scale	1:100	Paper Size	A3
Drawn	JT	Checked	JT
By email	info@jtalley.co.uk		
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Rev Date/By Revision Note



Design and Access & Sustainability & Planning Statement with Flood Risk Assessment

Railway Approach Garages

Proposal

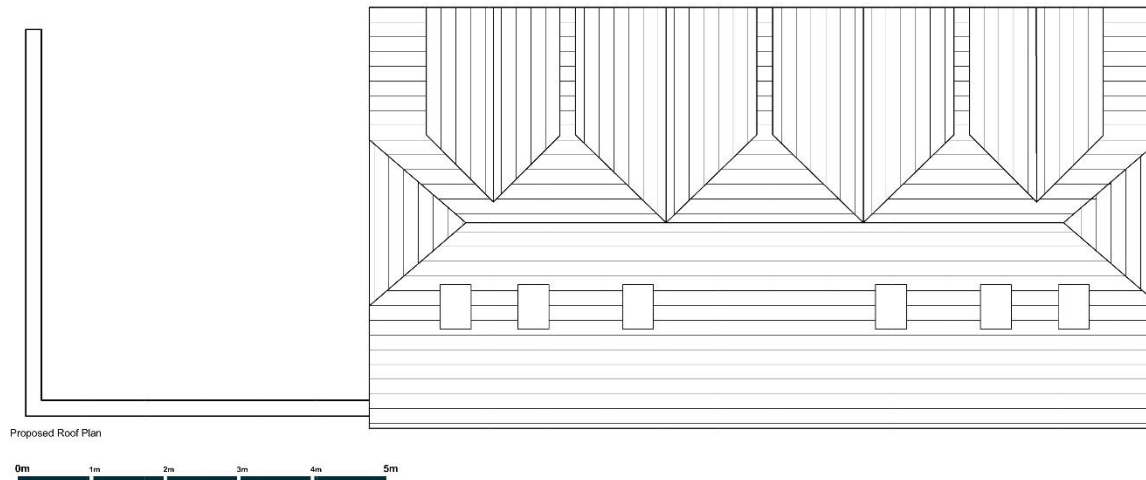
It is proposed that a single building is constructed to house two small commercial units. Each of these units will have its own entrance and a separate roller-shutter door to allow for vehicular access or access for larger items. Windows are to be provided to the first floor via small dormers and high level rooflights to the rear. The rooflights are positioned higher up so as to eliminate the potential for overlooking of the properties to the rear, while the ceiling heights have been set to provide a suitable ceiling height for racking etc.

It is proposed that the building contains two units both of which are to make use of the ground and first floors within the roof space. This is designed to reduce the height of the building to reduce any potential visual impact. It is proposed that the main bulk of the building is taken away from the western edge so it has no effect on the neighbouring properties to the west. It is also proposed that the rear-most element of the proposal is respectful to the neighbouring properties with a simple palette of materials and no windows to eliminate the potential for overlooking.

It is proposed that the lower element of the building has a rendered finish with any doors, roller shutters or windows being charcoal grey. The space between the lower level and the roof is proposed to be a cement board cladding, to ease the transition between the ground floor element and the lower roof. In regards to the roof it is proposed that a tiled finish in keeping with the surrounding properties be utilised.

The applicant is keen to provide a space for commercial units that can be adaptable and used for storage space, officing or another use for their needs. The majority of the property is on the ground floor and therefore access in terms of Part M can be easily maintained albeit the nature of the use will dictate how the unit's area accessed.

Design and Access & Sustainability & Planning Statement with Flood Risk Assessment



Client
Mr Dowan Salih
Project
Railway Approach Carages
East Grinstead

Drawing
Proposed Roof Plan

PLANNING

Drawing Number	Date
054-025-211 Rev -	December 2024

Scale	Paper Size
1:50	A3

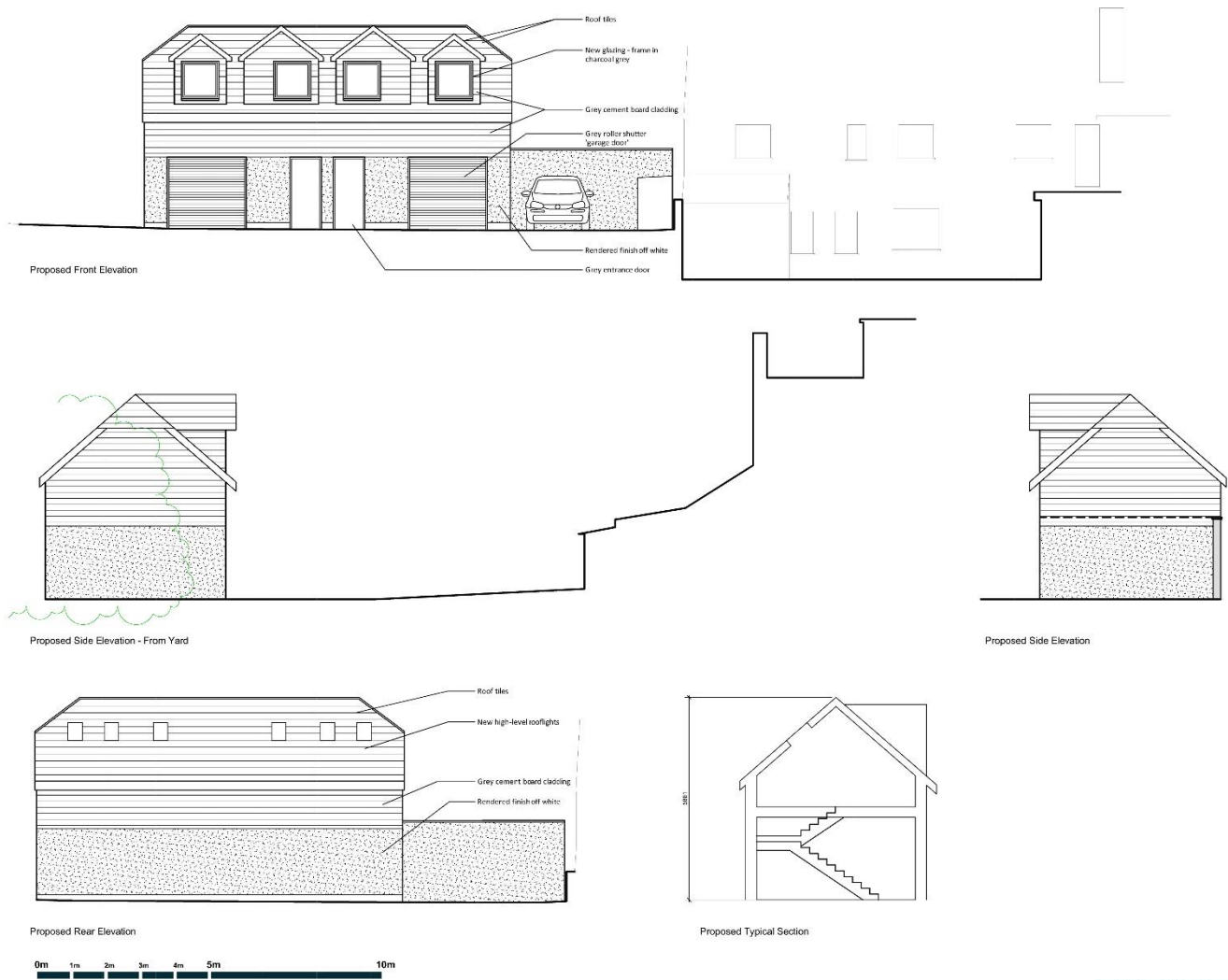
Drawn JT

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Abstract The purpose of this study was to determine the effect of a 12-week, low-intensity, supervised walking program on the physical and psychological health of sedentary, middle-aged, obese women. Twenty-four women were randomly assigned to the walking program and 24 women were assigned to the control group. The walking program consisted of 30 min of walking, 3 times per week, for 12 weeks. The control group continued with their sedentary lifestyle. The walking program resulted in significant improvements in physical and psychological health compared to the control group. The walking program was a safe and effective intervention for improving the physical and psychological health of sedentary, middle-aged, obese women.

Design and Access & Sustainability & Planning Statement with Flood Risk Assessment

Railway Approach Garages



JTA
Jonathan Talley
Architects Limited

Client:
Mr. Owen Smith
Project:
Railway Approach Garages
East Croydon
Drawing:
Proposed Elevations and Typical Section

PLANNING	
Drawing Number	Date
054-005-310 Rev -	December 2024
Scale	Paper Size
1:100	A3
Drawn - JT	Checked - JT
File - JT	Printed - JT
For more information, please contact:	
Jonathan Talley Architects Limited	
020 8750 1000	
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Design and Access & Sustainability & Planning Statement with Flood Risk Assessment

Railway Approach Garages

Parking

The properties will each include a space internally that could be used for parking a vehicle. It is also proposed that a single parking space be provided externally. It is also proposed to include 3 cycle spaces.

The main access is not proposed to change

Landscaping

It is proposed that there is a limited amount of landscaping implemented within the scheme. The surfaces around the proposal will be provided to ensure a safe access to the proposed building.

It is proposed that the existing boundary treatments under the applicants control, will be maintained and repaired where required. In addition, a wall taken up to the existing height of the garages will be constructed to maintain the separation from the yard to the residential properties to the rear and the neighbouring property to the west.

Trees

It is not proposed to remove any trees on site and nor is it expected to impact any neighbouring trees.

Design and Access & Sustainability & Planning Statement with Flood Risk Assessment

Railway Approach Garages

Materials

In regard to external finishes, it is proposed that the building is finished in combination of a render and cement board cladding. The windows and doors will be charcoal grey and the roof will be tiled. The applicant also owns the recently approved proposal within the yard and it is proposed that the materials used are to match these approved materials. This will help to form an integrated cohesive scheme and assist with the improvements to the area as a whole.

It is proposed that samples are not submitted as part of the application due to the ongoing difficulties with this being accepted by the vast majority of Local Authorities.

Sustainability

Sustainability is very important to the applicant, not only in reducing energy usage and therefore reducing bills, but also for the environment. It is proposed that the conversion starts with a 'Fabric First' outlook. High levels of insulation will be initially very important and provide a starting point to build from.

It is proposed to utilise natural light as much as possible at first floor and reduce the need for lighting during the day. Any lighting will be proposed to be low energy fittings such as LED bulbs.

The use of solar PV has been considered, however the use of solar PV is not thought as being of significant or sufficient value and the initial capital expense would be better used to concentrate on the fabric first type of construction.

Documents Submitted

Design and Access Statement
054-005-100 - Site Location Plan
054-005-110 - Proposed Context Plan
054-005-200 - Existing Ground and Roof Plan
054-005-210 - Proposed Ground and First Floors
054-005-211 - Proposed Roof Plan
054-005-300 - Existing Elevations
054-005-310 - Proposed Elevation and Typical Section
CIL Form

Bio-Diversity Net Gain

As the host building accounts for 100% of the site area and proposed building is constrained by this it is proposed that any requirement of Biodiversity Net Gain is not required as the existing site is completely covered with buildings.

Design and Access & Sustainability & Planning Statement with Flood Risk Assessment

Railway Approach Garages

Planning Policy

POLICY DP1 THE MID SUSSEX DISTRICT PLAN

The Council will continue to support the Mid Sussex economy and wider economic subregion in collaboration with other local authorities and alongside the work of the Coast to Capital Local Enterprise Partnership over the Plan period.

Strategic Objectives: 7) To promote a place which is attractive to a full range of businesses, and where local enterprise thrives; and 8) To provide opportunities for people to live and work within their communities, reducing the need for commuting.

The proposal's primary objective is to facilitate commercial activities that will add to the economy of the local area. It is hoped that the facility will aid growth and stability and resilience of the local businesses. The location is ideal for the access to the existing commercial units that may want to also use this facility.

POLICY DP2 THE MID SUSSEX DISTRICT PLAN:

Strategic Objectives: 9) To create and maintain town and village centres that are vibrant, attractive and successful and that meet the needs of the community.

The development is in a defined built-up area and we believe the aesthetic proposed will provide a sympathetic and suitable solution ensuring that as well as being functional it has minimal impact on neighbouring properties. The current area has been neglected and there is no sense of ownership. The proposed buildings will hopefully provide a sense of investment and therefore increased ownership and responsibility to ensure the area remains clear and aesthetically pleasing.

POLICY DP6 THE MID SUSSEX DISTRICT PLAN:

“ Development will be permitted within towns and villages with defined built-up area boundaries. Any infilling and redevelopment will be required to demonstrate that it is of an appropriate nature and scale (with particular regard to DP26: Character and Design), and not cause harm to the character and function of the settlement. The growth of settlements will be supported where this meets identified local housing, employment and community needs..”

The development is in a defined built-up area and we believe the redevelopment and use of this under-utilised block of garages is appropriate in nature because of the presence of other nearby commercial properties. In terms of scale the building although the building is counted as two storey, the second floor is within the roof space, with it actually being significantly shorter and acts to serve as an accompaniment to the area. The building is set away from the side boundary and is difficult to see from Railway Approach

The current area has been neglected and there is no sense of ownership. The applicant wants to invest and make changes to the area to make it a more pleasant space where people can feel safe and can be used to assist the commercial businesses backing onto the site and local area.

Design and Access & Sustainability & Planning Statement with Flood Risk Assessment

Railway Approach Garages

POLICY EG3: NEIGHBOURHOOD PLAN:

Planning permission will normally be granted where development proposals meet the following criteria:

The form of the proposed development is proportionate and in keeping with the scale, height, materials and site coverage of the surrounding area;

The layout of the proposed development respects the topography and character of the site, protects important landscape features and does not harm adjoining amenity;

The proposal does not result in the loss of buildings or spaces that would have an unacceptable impact on the character of the area;

The proposal ensures satisfactory means of access for vehicles and pedestrians and provides adequate parking, cycle storage and refuse facilities on site;

The design of new buildings and the layout of spaces, including footways, car and cycle parking areas, should be permeable and provide connectivity with neighbouring areas;

New development must be inclusive and where appropriate make satisfactory provision for the safe and easy access for those with mobility impairment; and

The design of new developments must result in the creation of a safe and secure environment and incorporate adequate security measures and features to deter crime, fear of crime, disorder and anti-social behaviour; and adequate security measures and features to deter crime, fear of crime, disorder and anti-social behaviour; and

Proposals make provision for green infrastructure and biodiversity enhancement. Due to infrastructure constraints within the town, all new development proposals, which generate a net increase in traffic (excluding householder applications), will be required to contribute towards improving the walking and cycle network related to the development and be of a recognised acceptable standard.'

The proposed development has been sympathetic in terms of height ensuring that the roof level is kept as low as possible while still providing a suitable level of floor space. It is proposed that the internal spaces are well proportioned and make good use of the spaces within the units,

The proposed extension looks to direct windows away from other buildings rather than creating the potential for overlooking, therefore maintaining privacy for the existing properties

Access from the road is via the existing driveway which will be maintained. It is hoped that additional development will assist in providing an additional level of security and ensure the development and localised area is not subject to anti-social behaviour.

Design and Access & Sustainability & Planning Statement with Flood Risk Assessment

Railway Approach Garages

Flood Risk Assessment

This is a flood risk assessment prepared to accompany the Planning Application.

The Environment Agency Flood Risk Checker for the property highlights the following;

Rivers and Sea Risk

Very low risk Very low risk means that this area has a chance of flooding of less than 0.1% each year.

Surface Water Risk

This flood risk summary reports a low risk from surface water

Reservoir Risk

Flooding from reservoirs is unlikely in this area.

Ground Water Risk

Flooding from groundwater is unlikely in this area.

Mitigation

The property is not highlighted as being within a surface water flooding risk area although mitigation measures could be provided to minimise impact on the existing system.

The mitigation measures proposed do not extend beyond those usually provided and would include:

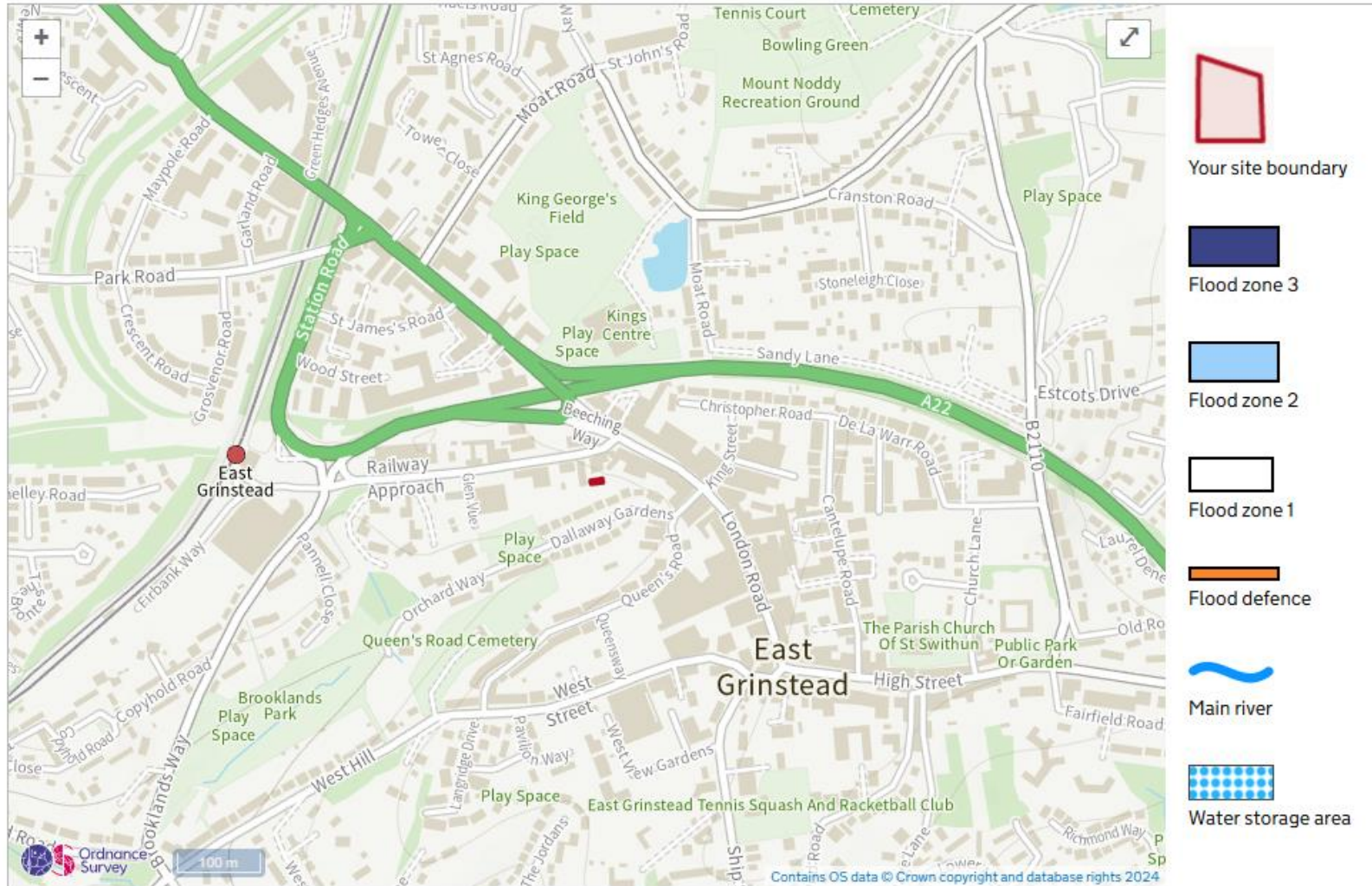
Retention of existing surface water drainage around the property

Use of permeable block paving into a suitable base or the use of drainage channels into the existing surface water drainage provision

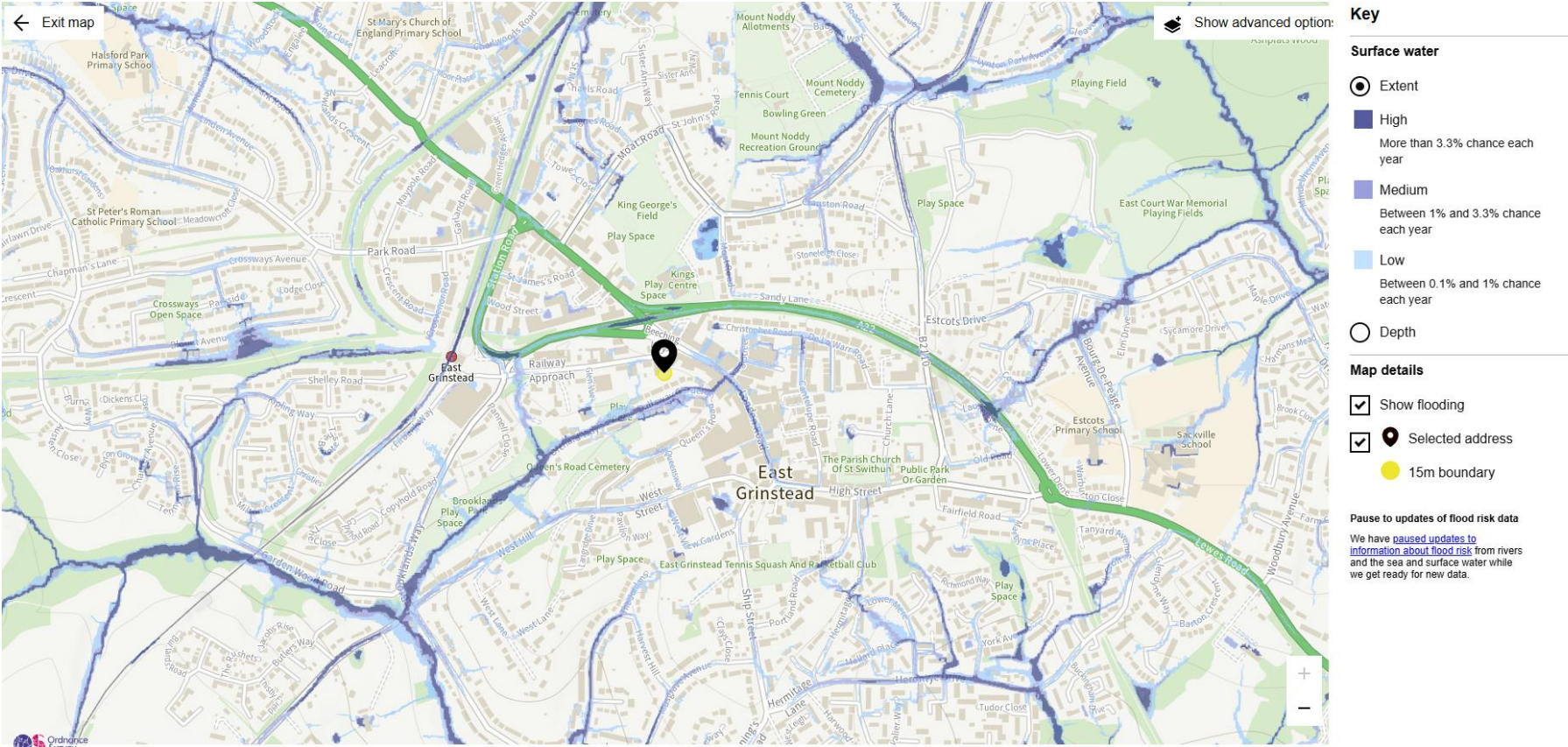
The provision of a soakaway, has been reviewed and there is no location that would be possible for the inclusion of a soakaway. It is therefore proposed to make use of the existing surface water drainage system that the main commercial properties currently utilise. It is proposed that the building will account for a reduced amount of surface water as the roof area is proposed to be smaller.

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Railway Approach Garages



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Railway Approach Garages

Photos



Design and Access & Sustainability & Planning Statement with Flood Risk Assessment

Railway Approach Garages

Conclusion

The application is being made to demolish the existing dilapidated garage block and provide a new opportunity for economic growth within the East Grinstead area. Every effort has been made to ensure that the proposal has a minimal impact on the neighbouring properties and make use of space that is currently very susceptible to anti-social behaviour left if unused and un-maintained.

As this is proposed to facilitate growth of the commercial activities of the units and thus help to support the high street, it is hoped that the Local Authority supports the application as there is minimal impact on the neighbouring properties and no impact on the streetscape. The owner wants to invest and make efforts that their property makes an ongoing valuable contribution to the area and the growth of East Grinstead's commercial area.

As the host building accounts for 100% of the site area and proposed building is constrained by this it is proposed that any requirement of Biodiversity Net Gain is not required as the existing site is completely covered with buildings.

Should a site visit be required please contact Jonathan Talley Architects directly. We look forward to your comments and subsequent approval, however please do not hesitate to contact us to discuss any part of the application at your earliest convenience.

On behalf of Jonathan Talley Architects Limited

Design and Access & Sustainability & Planning Statement with Flood Risk Assessment
Railway Approach Garages

