

From: Christine Mottershead <christine@edwardsarchitecture.co.uk>

Sent: 08 February 2022 17:07

Subject: FW: ST/0948/21/LBC 1, 3 and 3a Beach Road, Sought Shields

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Good Afternoon Lucy,

Please find attached the requested information. Apologies for the delay – we wanted to provide a thorough response which included conducting additional surveys and producing further information. If we require further discussions following this information please call to discuss.

My understanding is Stephanie is leaving the council and we are due a new planning officer for the case if you are aware of our contact?

1. Lightwells – you should have received this information previously from Stephanie.
2. Mechanical and Electric – We will ensure all service penetrations are to be directed to the rear of the property and rear roof – we have intentionally planned bathrooms and kitchens to the rear of the property to allow for this. Any deviations from this we will look to develop a suitable vent in detailed drawings to be approved moving forward.
3. Please find attached the damp remediation report we have had carried out. The client naturally intends as a priority to resolve the damp ingress appropriately, mainly occurring due to the collapsed chimneys.
Refer to the structural and remediation reports for further information.
4. Please find attached an annotated key features plans and photographic schedule. The fire surrounds, where historic will remain in situ as described by the report. The chimneys have collapsed which will need to be rectified as described in the Structural Report and Elvert Surveyors Report. The general plan strategy has been derived from the protection to cornicing, ceiling roses, picture railing, existing walls and architraves which are to be retained in most instances other than where compartmentation of apartments must occur. Where doors are to be relocated the original doors are to be reused. All panelling to main windows and surrounds to be retained.

5. Attached is a typical fireproofing detail which sets out our intention to protect the cornicing in these locations. We shall need to liaise with Building Control in order to ensure the right protection is achieved without damaging historic fabric.
6. A specialist repair company will be engaged to repair the original glazing elements where possible through localised repairs. We will consider adding draught-proofing strips to the sash windows to be discussed with the repair specialist. A window schedule is attached for our intention for repair and replacement. Repair will be the first approach and sympathetic new materials will be used where necessary. Refer to the schedule for more information. This is prepared subject to consulting a specialist repair company.
7. Rainwater good to be inspected cleared out and repaired where appropriate or replaced with sympathetic cascade cast iron effect rainwater system in colour to match existing. Rainwater goods information to follow.
8. Rooflights –We have proposed rooflights to be at high level and conservation style rooflight to be symmetrical and in-line to roof tiles to be minimal in appearance and respectful to the overall design as used and accepted in other conservation jobs we have undertaken. To remove these would result in poor quality spaces notably the living area at 1 Beach Road and the attic bedroom currently receiving no natural daylight. We feel there is sufficient precedent for rooflights within the connecting strip of Beach Road whereby multiple terrace roofs contain rooflights and dormers.

With regards to the coach house, following our phone call late January I can appreciate your view on the demolition of the coach house and have therefore provided further justification below.

If you read the design and access / heritage statements, the decision to demolish the coach house is not from economical grounds, but that of loss of significance following repair, balancing security risks, futureproofing the proposals as well as improving the streetscape, currently experiencing crime and arson issues.

The Proposals

The proposal wish to retain sections of the western wall to the yard to form a boundary of part of the landscaping to enclosed the walled garden. This is to create security and privacy as indicated by the site plan, with the potential of reclaiming the bricks which may be implemented in the landscaping elsewhere in the proposed garden area. While we appreciate the significance of a coach house in this location it must be balanced against other planning considerations including the security of the future residents, the proposal's connection to the public realm and preventing opportunities for anti-social activities in a vulnerable part of the street.

We would also like to reiterate we have a notice from the building control department which informed the client the coach building in its current form is a hazard to the public, which also sits opposite a fire damaged and unstable structure but we are unable to deal with this risk without a coherent response from the council.

Coach House Condition

It was noted that **80% of the fabric would require replacement**, floors, roof and intermediate floors as well as all interior features and significant repairs to the external walls. If you note the conclusions of the

structural survey and photographic evidence of the interior having been internally stripped out and converted to a taxi office leaving minimal historical significance internally beyond the footprint of the building. The main elevation fenestration has been altered and it should also be noted the render to the walls conceals the instability of the structure – which was deemed unviable by the structural report, leading to a significant rebuilt rather than repair to the majority of structure.

Retaining the Coach House as a structure

It was agreed by phone that the significance of the coach house was by its form and footprint. As a structure positioned onto the rear access alley, this is less than ideal from a security standpoint with little opportunity of passive surveillance. Neighbouring residents have significant petty theft and vandalism issues in this area along the same stretch of road, noting several occurrences of anti social activity in the area, as well as a break in at the main house of 1 Beach Road which benefits from the deterrent of a security system, secured and locked at all times. The coach house itself, has been previously used for anti-social activity evidenced by the drug paraphernalia found within the coach house. Therefore, we feel it would be inappropriate to retain this structure as an uninhabited building, either in form as previously suggested by phone call, nor as an external store as this has the potential to provide space for further criminal activity whilst also damaging the security of the proposed residential properties within the site.

Retaining as a residential dwelling

We have taken great care retaining the significant features of the main houses through our proposals and if we felt it would be viable and be of benefit in retaining original features beyond that of a rebuild of the footprint of the coach house this would have been promoted as an option. We have explored creating a residential apartment in this structure see diagram below. The internal dimensions of such would be approximately 33sqm, with current technical housing standards for a single bed apartment being 37-39sqm. A more marketable one-bedroom apartment with a double bedspace would require 50sqm by today's space standards. (Department for Communities Local Government 'Technical Housing Standards – nationally described space standard')

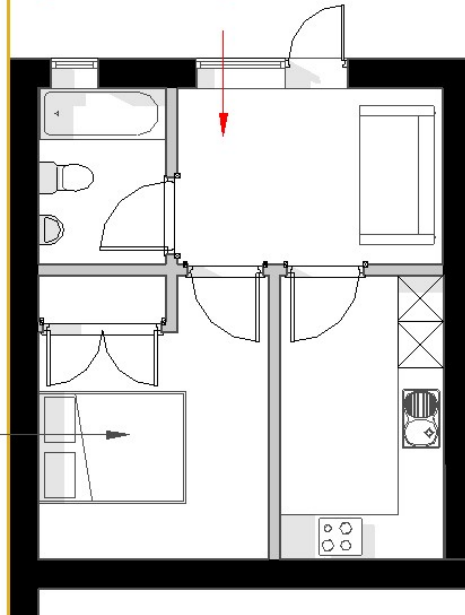
It is the client's ambition to provide high standard residential apartments. Due to the insufficient space standard combined with the security issues of this strip of road it would therefore not be recommended for conversion to a residential dwelling nor its reuse as an ancillary building such as external store or stand alone structure as there are also strong concerns from our client and other neighbours of such antisocial activity in this area, especially sitting along the back alley.

Overall Coach House
GIA is 33sqm

Standard one bed
apartment with double
bedroom should be 50sqm

Housing standards bedroom to be
minimum of 11.5sqm for double bedroom

Living area less than adequate proportions.
No dining area.
Limited bedroom storage areas.
Faces on to fire damaged property and alley with
high risk of criminal activity.



Boundary Line

Sketch of Coach House's limited use as an apartment

Moving Forward

I would also like to bring to your attention the client has been in ownership of the property since the end of last summer, and although no protection has been made in this time to protect the structure, prior to this the previous owner had left this property unprotected and neglected for a number of years which has led to its deterioration to its current state - its deterioration is historic and has not been a tactic for planning approval. We are happy to arrange a second viewing so the extent of the derelict nature of the coach house can be observed in more detail.

I'm aware this is a lot of information, so once you have had a chance to digest, please feel free to call to discuss.

We are keen to find a solution that satisfies both the conservation and other planning considerations and realistically achieves the proposal's requirements to create high quality living spaces which protects the enjoyment of the building's features into the future. Speak soon.

Kind regards,

Christine Mottershead
Architect

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RICS Award Regional Award 2019 – Highly commended – Residential
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From: Stephanie Milne [REDACTED]
Sent: 17 December 2021 10:59
To: Christine Mottershead <christine@edwardsarchitecture.co.uk>
Subject: FW: ST/0948/21/LBC 1, 3 and 3a Beach Road, Sought Shields

Hi Christine,

Please find below the comments from Lucy on the above application.

Kind regards
Stephanie

Stephanie Milne
Planning Officer

[REDACTED]

Unless otherwise stated, opinions, conclusions and other information expressed in this message are personal, and not those of South Tyneside Council.

From: Lucy Routledge [REDACTED]
Sent: 16 December 2021 15:32
To: Stephanie Milne [REDACTED]; Planning applications
<Planningapplications@southtyneside.gov.uk>
Subject: ST/0948/21/LBC 1, 3 and 3a Beach Road, Sought Shields

Hi Steph,

I refer to the above proposal. I have saved my photos in your staff folder.

I am generally supportive of the proposal to return these properties back into residential and bring vacant floorspace back into use. However, the application in its current form is not acceptable in its current form.

In relation to the proposed demolition of the coach house, I would refer to the comments I provided for application ST/0165/18/LBC at 3 Beach Road:

The fact that a Listed structure would cost a substantial sum of money to repair is not considered to be a justification for demolition. I agree that the roof would need replacing, as would the floors, and the render would need to be removed. However, I would also point out that no attempt has been made over the last 12 months to ensure that further water ingress was avoided. Demolition should be the last resort and allowing a building or structure to fall into disrepair is not a valid justification for the loss of a heritage asset. I would advise the applicant to research the legislation and planning guidance if they wish to justify their proposals adequately.

A building survey was commissioned and a Chartered Engineer accredited in Building Conservation made the following recommendations:

- The majority of the original west wall to the Coach House could be retained;
- The timber roof structure and first floor joists should be replaced;
- The upper section to the east wall should be partially rebuilt, with helical bar reinforcement repairs to the south elevation;
- A new insulated ground floor slab should be installed;
- Repairs and maintenance to the existing render should be made; and
- Rainwater goods should be replaced.

As a result of these comments, the applicant agreed to retain the structure: *The coach house is being retained as far as structurally (not economically) possible, following all recommendations in the historic building survey.*

Whilst the LPA has no authority to ensure that Listed Building owners undertake regular maintenance to their properties, allowing a property to fall into disrepair is not a justification for demolition.

I have no objection to the demolition of the building linking the main property with the coach house. This is not an original feature and its removal would enhance the heritage significance of 3 Beach Road by returning the property to its original layout.

Having regard to the proposed alterations to the main building, I am generally supportive of the proposals to bring these properties back into full use. However, I will require some additional information:

1. Clarification over the proposed treatment of lightwells. I understand the agent is checking the drawings and will submit any amendments as necessary. I note that the intention is to increase the depth of the lightwell at no. 3 Beach Road. The existing arrangement of concrete pavers is a more recent addition and it looks like the levels have perhaps increased over time. Note the existing curved brick wall with stone coping that follows the curve of the window - I believe this to be the original arrangement and would prefer to see it retained. Perhaps the concreted area at the front could be removed to allow more natural light to enter into the basement?
2. The drawings should be updated to include information relating to mechanical and electrical ventilation. All such interventions should be directed towards the rear of the property.
3. Details of damp remediation (what/where/how?). I note that the pebble dashing to the front elevation of no. 3 Beach Road is cementitious. If this is causing damp issues then I would advise it be removed as best as possible and replaced in a lime render. The JOS Torc system is good at removing cement renders without causing damage to underlying masonry. It may be that not all of the render is removable, but I would support efforts to find out.
4. A photographic schedule of the property: it would be useful to indicate those features that will be retained, or otherwise where they might be affected (and how) or relocated (architraves and original doors can be relocated throughout the building where it is proposed to close up some existing openings and create new ones). I will also need confirmation that any existing fireplaces and fire surrounds will be retained in situ.

5. Confirmation of how firewalls will be installed without disrupting decorative plasterwork - care should be taken to work around existing features. There are a number of fire rated intumescent products available, e.g. <https://envirograf.com/>. We may need to liaise with Building Control in order to ensure the right protection is achieved without damaging historic fabric.
6. A window schedule detailing the extent of repairs required to each window. I believe the attic window to the front of 3 Beach Road will need replacing and this should match the attic window to the rear. Sliding sash windows will need to be assessed and localised repairs specified. It is unlikely that sash windows will need replacing but the applicant may wish to take the time to improve their thermal efficiency by, for example, installing brushes. Some really useful guidance can be found here: <https://historicengland.org.uk/advice/your-home/saving-energy/making-changes-to-save-energy/sash-windows/>
7. There is no indication of whether the applicant intends to undertake repairs to the rainwater goods. I note that the condition of the guttering to no. 1 Beach Road is in particularly bad repair and it would be useful to know whether repairs are appropriate here or whether a full like-for-like replacement is going to be necessary. Similarly details of other repairs would be useful, e.g. columns to external door surrounds, making good holes left by window bar fixings, etc.

The agent has helpfully supplied sections of 3 Beach Road, which has helped me understand what is being proposed in relation to stairs and landings.

I would point out that the proposed rooflights to the Beach Road and Fowler Street elevations are not acceptable. As a Local Planning Authority, we have always resisted rooflights on the principle elevations of Listed Buildings. I understand this may have implications for the internal layout of the attic levels but would be happy to work with the agent to see that these upper floors are brought back into use.

Given my objection to the demolition of the coach house, I have not provided comments on the proposals for the rear, such as bin store.

I would also prefer to avoid planning conditions where possible.

I am sure that questions will arise and additional discussions will need to take place but I am more than happy to work with the applicant to hopefully achieve a mutually acceptable scheme.

Regards,

Lucy

Lucy Routledge
Historic Environment Officer


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